

**Appendix 4 to
Report CORPSERV-2022-0012**

**Development Stakeholders' Comments &
Staff Responses**

October 7, 2021

Memorandum to: Scott O'Donnell
Town of Halton Hills

From: Daryl Keleher, Senior Director
Altus Group Economic Consulting

Subject: Halton Hills DC
Our File: P-6776

Altus Group Economic Consulting was retained by the Southwest Georgetown Landowners Group to review materials relating to the Town of Halton Hills' forthcoming DC background study and DC by-law update.

This memorandum presents our questions and comments from review of the growth forecasts released by the Town thus far.

QUESTIONS

- 1) The housing forecasts for the Vision Georgetown area have changed significantly from the 2017 DC Study, with the proportion of singles/semis decreased from 63% to 44%, and the share of multiple dwellings increasing from 21% to 41%. It is understood that the revised unit mix reflects the Secondary Plan being adopted by the Town and approved by the Region. However, given on-going appeals, what will the Town's approach be if unit counts or unit mixes are changed through mediation or a future OLT hearing?

Figure 1 Changes to Housing Unit Forecast, Town of Halton Hills, Vision Georgetown

Units by Type	Singles- Semis	Multiples	Apartments	Total
	<i>Units</i>			
2021 DC Study (2022-2036)	2,925	2,705	1,016	6,646
2017 DC Study (2017-2031)	4,232	1,407	1,129	6,768
Share of Units by Type	<i>Percent</i>			
2021 DC Study (2022-2036)	44%	41%	15%	100%
2017 DC Study (2017-2031)	63%	21%	17%	100%

Source: Altus Group Economic Consulting

- 2) The housing forecast for the Georgetown Built-Up Area (BUA) have decreased significantly, with the 15-year housing forecast declining from 4,919 units in the 2017 DC Study to 2,861 units in the 2021 DC materials. The 2017 DC Study was based on an estimated decline in existing population in existing BUA units of 2,099 persons – while the 2021 DC materials estimate that this decline will only

be 368 persons. The reduced decline in existing population in existing units means that fewer housing units are needed in the DC housing forecast to achieve the planned population.

Similarly, Town-wide, over a 15-year period, the 2017 DC Study forecast a decline of 0.146 PPU, or 3,099 persons out of 21,203 existing units, while the 2021 DC materials forecast a decline of only 0.026 PPU, or a decline of 587 persons out of 22,564 units.

What is the basis for the significant reduction in estimated decline in population within existing dwelling units?

Figure 2 Changes to Housing Unit Forecast, Town of Halton Hills, Georgetown Built-Up Area

	Singles-Semis	Multiples	Apartments	Total
<u>Units by Type</u>				
	<i>Units</i>			
2021 DC Study (2022-2036)	203	808	1,850	2,861
2017 DC Study (2017-2031)	696	1,037	3,186	4,919
<u>Share of Units by Type</u>				
	<i>Percent</i>			
2021 DC Study (2022-2036)	7%	28%	65%	100%
2017 DC Study (2017-2031)	14%	21%	65%	100%
<u>Gross Population in New Units</u>				
	<i>Persons</i>			
2021 DC Study (2022-2036)	712	1,902	3,028	5,642
2017 DC Study (2017-2031)	2,422	2,561	4,747	9,731
<u>Decline in Existing Population</u>				
2021 DC Study (2022-2036)				(368)
2017 DC Study (2017-2031)				(2,099)
<u>Net Population Increase</u>				
2021 DC Study (2022-2036)				5,274
2017 DC Study (2017-2031)				7,632

Source: Altus Group Economic Consulting

- 3) The population forecast by 2031 in the 2017 DC Study was 91,885 persons but is only 83,823 persons by 2031 in the 2021 DC Study.

The Town's Official Plan sets out the 2031 population and employment targets at 94,000 persons and 40,000 jobs, however the 2021 DC materials show a 2032 population of 83,823 persons, which assuming undercount of 3%, equates to a population of just 86,337 persons, or approximately 7,600 persons less than planned for in the Town's OP.

The 2021 DC materials postpone the achievement of the 91,885 persons (roughly 94,000 persons after accounting for undercount) by 2036, meaning that the 2021 DC calculation would be based on delaying or slowing planned growth by roughly five years.

It is noted that timing has changed due to Regional servicing and planning delays associated with the Vision Georgetown Secondary Plan, however, it is expected that appropriate and proportionate allocations to post-period benefit will be made for all services with a 10-year capital forecast horizon.

Figure 3

Differences in Growth Forecasts, Town of Halton Hills 2017 & 2022 DC Studies

	2017	2022	2027	2031	2036
2017 DC Study					
			<i>Persons</i>		
Population	61,529	65,617	79,506	91,885	
Employment	17,279	20,228	27,423	32,869	
<i>Growth from Prior Period</i>					
Population		4,088	13,889	12,379	
Employment		2,949	7,195	5,446	
<i>Avg. Annual Growth</i>					
Population		818	2,778	3,095	
Employment		590	1,439	1,362	
2021 DC Study					
Population		64,001	71,404	83,823	91,885
Employment		21,096	25,363	29,289	32,873
<i>Growth from Prior Period</i>					
Population			7,403	12,419	8,062
Employment			4,267	3,926	3,584
<i>Avg. Annual Growth</i>					
Population			1,481	2,484	2,016
Employment			853	785	896

Source: Altus Group Economic Consulting based on Town of Halton Hills 2017 DC Study and Materials for 2021 DC Review

- 4) Similarly, the non-residential forecast is delayed by five years, despite employment in 2022 exceeding what the 2017 DC Study forecast for that year – what are the reasons for postponing the non-residential growth in the DC forecast out by five years?
- 5) What are the reasons why the ultimate employment estimate of 32,870 jobs (in both the 2017 DC Study and 2021 DC materials) differs from the Town’s OP forecast of 40,000 jobs by 2031?
- 6) Schedule 6A, used to determine the PPU assumptions, shows apartment units in the Town of Halton Hills having an average PPU of 1.429, while Schedules 4A, 4B, and 5 all utilize PPUs for apartment units of 1.637, which is based on average PPUs for apartments within Halton Region. Why was the Town-specific data on PPUs for apartment units not used?

March 4, 2022

Altus Group Economic Consulting
33 Yonge Street Suite 500,
Toronto, ON M5E 1G4

Attention: Daryl Keleher, Senior Director

Thank you for your comments dated October 7, 2021, regarding the draft growth assumptions presented at the development stakeholders meeting on September 15th, 2021. Town staff and Watson and Associates Economists Ltd. (Watson) have reviewed your comments and questions and the attached is our response.

It is important to note that the Town's 2021/2022 Development Charges (DCs) by-law update is an interim update, in order to address the expiration of the current DC by-law on September 1, 2022 and the requirements of the amended *Development Charges Act* and *the Planning Act*.

Accordingly, as discussed in the attached, the Town is proceeding with the best information available at this time to inform the anticipated growth forecast, in advance of the conclusions of the Halton Region's Municipal Comprehensive Review (MCR) or of the on-going appeals regarding the Vision Georgetown Secondary Plan. The Town anticipates undertaking its next DC background study and by-law process in advance of the expiry of the 2022 DC by-law (i.e. prior to 2027). Any changes to the underlying growth assumptions arising from the Halton Region's MCR or the appeals will be addressed in the next review.

If you require further information, please do not hesitate to contact me (jkim@haltonhills.ca) or Scott O'Donnell (sodonnell@haltonhills.ca).

Thank you,

Jinsun Kim
Senior Manager of Financial Planning & Budgets

Cc: Bronwyn Parker, Director of Planning Policy & Planning & Sustainability
Moya Jane Leighton, Town Treasurer & Director of Finance

1 Halton Hills Drive, Halton Hills, Ontario L7G 5G2

Memorandum

To	Jinsun Kim
From	Andrew Grunda
Date	February 22, 2022
Re:	Questions/Comments Received from Southwest Landowners Group Inc. Regarding Town of Halton Hills' Development Charges Draft Growth Forecast

Fax Courier Mail Email

The Town of Halton Hills (Town) received a memorandum from Altus Group on behalf of the Southwest Georgetown Landowners Group Inc. dated October 7, 2021. The memorandum presents their questions and comments following a review of the preliminary draft forecast presented at the September 15, 2021 developer consultation meeting. We have reviewed the memorandum and provide the following in response to matters raised. Our responses to the questions in the letter are provided separately from the comments in the Altus memo. The comments from the memorandum are provided below, in italics, along with our response.

- 1) The housing forecasts for the Vision Georgetown area have changed significantly from the 2017 DC Study, with the proportion of singles/semis decreased from 63% to 44%, and the share of multiple dwellings increasing from 21% to 41%. It is understood that the revised unit mix reflects the Secondary Plan being adopted by the Town and approved by the Region. However, given on-going appeals, what will the Town's approach be if unit counts or unit mixes are changed through mediation or a future OLT hearing?*

The Town is completing the development charges (D.C.) background study and by-law at this time in response to the expiration of the current D.C. by-law on September 1, 2022. As such, the Town is proceeding with the best information available at this time to inform the anticipated development forecast.

The Town anticipates undertaking its next D.C. background study and by-law process in advance of the expiry of 2022 D.C. by-law, i.e. prior to 2027. This accelerated timing is to address changes in the anticipated development arising from the Halton Region Municipal Comprehensive Review (M.C.R.) and associated master plans assessing the corresponding increase in need for service of development. Any changes to the underlying anticipated development assumptions arising from mediation would be addressed in that upcoming review. Moreover, if the changes were significant and



required attention before the next update, the Town could consider amending the 2022 D.C. by-law as necessary.

2) *The housing forecast for the Georgetown Built-Up Area (BUA) have decreased significantly, with the 15-year housing forecast declining from 4,919 units in the 2017 DC Study to 2,861 units in the 2021 DC materials. The 2017 DC Study was based on an estimated decline in existing population in existing BUA units of 2,099 persons – while the 2021 DC materials estimate that this decline will only be 368 persons. The reduced decline in existing population in existing units means that fewer housing units are needed in the DC housing forecast to achieve the planned population. Similarly, Town-wide, over a 15-year period, the 2017 DC Study forecast a decline of 0.146 PPU, or 3,099 persons out of 21,203 existing units, while the 2021 DC materials forecast a decline of only 0.026 PPU, or a decline of 587 persons out of 22,564 units.*

What is the basis for the significant reduction in estimated decline in population within existing dwelling units?

The presentation and materials provided at the stakeholder meeting expressly identified that the long-term growth forecast was derived from Region of Halton Integrated Growth Management Study (2018), Regional Official Plan Amendment 38 (2011), and 2011 Halton Region Best Planning Estimates (B.P.E.). The forecast continues to use the B.P.E. growth forecast for population growth until the Halton Region M.C.R. process has been completed and approved. As a result, the long-term B.P.E. population growth target for the Town of Halton Hills remains unchanged from the 2017 D.C. Background Study.

While the broad population target remains unchanged, the inputs related to the average number of persons per unit (P.P.U.), housing development by structure type, and location of development have been updated based on the most recent data available at the time of preparing the draft 2022 D.C. Background Study. Updates to the Town's P.P.U. forecast are based on both standard and custom data available from Statistics Canada regarding average P.P.U.s for total households as well as average P.P.U.s for new dwellings (aged 1 to 15 years) by structure type. A summary of the average new unit P.P.U. by structure type is provided below. Consideration has also been given to the Halton Hills P.P.U. forecast for total households over the 2022 to 2031 projection period based on the results of the draft Halton Region MCR. In summary, the P.P.U. forecast related to total households is tracking higher than previously anticipated under the Halton Region 2011 B.P.E. This means that fewer households are required to achieve the Town's 2031 O.P. population forecast.



Description	2017 D.C. Study	Draft 2022 D.C. Study
Singles and semi-detached	3.48	3.505
Multiples	2.47	2.354
<3 bedrooms	2.04	1.657
3 bedrooms or more	2.81	2.465
Apartments	1.49	1.637
One bedroom or less	1.27	1.333
Two bedrooms or more	1.70	1.808

3) *The population forecast by 2031 in the 2017 DC Study was 91,885 persons but is only 83,823 persons by 2031 in the 2021 DC Study. The Town's Official Plan sets out the 2031 population and employment targets at 94,000 persons and 40,000 jobs, however the 2021 DC materials show a 2032 population of 83,823 persons, which assuming undercount of 3%, equates to a population of just 86,337 persons, or approximately 7,600 persons less than planned for in the Town's OP. The 2021 DC materials postpone the achievement of the 91,885 persons (roughly 94,000 persons after accounting for undercount) by 2036, meaning that the 2021 DC calculation would be based on delaying or slowing planned growth by roughly five years. It is noted that timing has changed due to Regional servicing and planning delays associated with the Vision Georgetown Secondary Plan, however, it is expected that appropriate and proportionate allocations to post-period benefit will be made for all services with a 10-year capital forecast horizon.*

As noted in item 2, the 91,885 population target, excluding Census undercount, is based upon the Halton Region 2011 B.P.E. The 2017 D.C. Background Study reflected the population target and timeline adopted from the B.P.E. and Town's O.P. to 2031. When the 2017 D.C. Background Study was undertaken, the Town anticipated that residential development in Vision Georgetown lands would begin in 2023 and continue until the end of the forecast period (i.e. 2031). Residential development of the Vision Georgetown lands has been delayed and is now anticipated to start in mid-2025 and build out in 2035. As a result, we have delayed the year in which the Town will achieve this population target to 2036 instead of 2031.

The 2032 forecast period in the Draft 2022 D.C. forecast is provided for reference, however, all services under consideration for inclusion in the D.C. are being considered over the long-term forecast period to 2036 (i.e. the same 2031 target as identified in the 2017 D.C. Background Study). Transit Service is the only exception in this regard, for which a 10-year forecast period is legislated. Consequently, post-period benefit deductions will be considered in the transit service D.C. calculations to reflect this shorter legislated forecast period.



- 4) *Similarly, the non-residential forecast is delayed by five years, despite employment in 2022 exceeding what the 2017 DC Study forecast for that year – what are the reasons for postponing the non-residential growth in the DC forecast out by five years?*

The delay in achieving the 2017 D.C. Background Study non-residential development targets to 2036, mirrors the expectations on the residential side as presented in item 3 above. This reflects, in part the population-related employment and associated timing of residential development.

- 5) *What are the reasons why the ultimate employment estimate of 32,870 jobs (in both the 2017 DC Study and 2021 DC materials) differs from the Town's OP forecast of 40,000 jobs by 2031?*

In the 2017 D.C. Background Study and Draft 2022 D.C. forecast, we have maintained the employment target of 42,000 as outlined in the Town's O.P. As noted previously, the year the target is achieved has been changed to reflect updated timing assumptions. The 42,000 jobs in the O.P. includes all sectors of employment including Work at Home (W.A.H.) and No Fixed Place of Work (N.F.P.O.W.). Both Schedule 9b of 2017 D.C. Background Study and Schedule 8a of Draft 2022 forecast provides employment excluding W.A.H. and N.F.P.O.W. employment of 32,870.

- 6) *Schedule 6A, used to determine the PPU assumptions, shows apartment units in the Town of Halton Hills having an average PPU of 1.429, while Schedules 4A, 4B, and 5 all utilize PPUs for apartment units of 1.637, which is based on average PPUs for apartments within Halton Region. Why was the Town-specific data on PPUs for apartment units not used?*

The Town's average P.P.U. of 1.429 is based on Town dwelling units constructed in the last 15 years of the Census. Given the small sample size of apartment dwelling units with the Town, the Halton Region average P.P.U. for the 15-year period was deemed to be more representative of anticipated occupancy levels in that it provides a large sample size.

March 18, 2022

Memorandum to: Scott O'Donnell
Town of Halton Hills

From: Daryl Keleher, Senior Director
Altus Group Economic Consulting

Subject: Halton Hills DC
Our File: P-6776

Altus Group Economic Consulting was retained by the Southwest Georgetown Landowners Group Inc. to review the Town of Halton Hills' DC background study and proposed DC by-law, as well as any preliminary or related materials. This memorandum presents our preliminary questions and comments from review of the Technical Appendix materials provided at the Development Stakeholder Meeting #2 held on February 28, 2022. Additional questions and comments will be provided once the final DC study is released.

PROPOSED CHANGES TO DC RATES

The Town's DC rates, as expressed on a per-single-detached unit basis are proposed to increase by 80%. The DC rate increases are driven by increases in almost all DC services, but especially by increases to DCs for Parks and Recreation (+\$9,084 per SDU or +104%), as well as Transportation (+\$2,936 per SDU or +44%).

Figure 1

Current and Proposed DC Rates, Town of Halton Hills, per Single-Detached Unit

Service	Current	Proposed	Change	% Change
	<i>Dollars per Unit</i>			<i>Percent</i>
Transportation	6,713	9,649	2,936	44%
Fire Protection	509	1,293	784	154%
Transit	18	537	519	2907%
Parks and Recreation	8,760	17,844	9,084	104%
Library	1,161	2,276	1,115	96%
Stormwater	204	88	(116)	-57%
Growth Studies	448	429	(19)	-4%
Total	17,812	32,116	14,304	80%

Source: Altus Group based on Town of Halton Hills / Watson & Associates

QUESTIONS AND COMMENTS

Population and Housing Forecasts – Acton

- 1) Why does the growth forecast only include 144 residential units in Acton (out of 10,837 across the Town as a whole) over the 2022-2036 period? Assuming these units are within the Acton built boundary, the forecast falls significantly short of the minimum amount of intensification planned for Acton.

According to the Town’s 2017 Intensification Opportunities Update report:

The Acton Major Transit Station Area is located in Downtown Acton and generally corresponds to Acton Downtown Redevelopment Sub-Area designation. This area is intended to accommodate moderate levels of intensification...

Figure 3 of the Intensification Opportunities Update shows the minimum intensification targets by area over the 2016-2031 period. The 2022 DC materials generally reflect the intensification quantum for Georgetown (2,861 units compared to 3,200 in the 2017 report) but fall significantly short for Acton (144 units compared to 1,790 in the 2017 report).

Residential Intensification Minimums and Assumptions in 2022 DC Study, Acton

	2017 Intensification Opportunities Update (2016- 2031)	2022 DC Study (2022- 2036)
Acton	<i>Units</i>	
Downtown Acton	90	
South Acton Special Study Area	1,240	
Other	460	
Total Acton	1,790	144
Georgetown		
GO Station / Mill Street Corridor	1,540	
Downtown Georgetown	340	
Community Node	170	
Civic Centre District	520	
Other	630	
Total Georgetown	3,200	2,861

Source: Town of Halton Hills, 2017 Intensification Opportunities Update, 2022 Technical Appendix and Presentation to Developer Stakeholder Meeting #1, (September 2021)

General Questions

- 2) What is the nature of the “Reserve Fund Adjustment” / “Interfund Loan” items included in several of the capital project lists (Fire, Stormwater, Library, Growth Studies, etc.) Does this represent anticipated future principal / interest payments on the current reserve fund balances? If so, are these

reserve fund balances factoring into these amounts the “cash” balances or the “cash less committed spending” balances?

- 3) What is the nature of the “Unfunded Post-Period Benefit of Completed Projects” adjustment? Wouldn’t the various DC reserve fund balances already account for the PPB amounts that were funded from the DC reserve when the project was funded, but leave the DC reserve fund balance lower than if the PPB had been funded?

Parks and Recreation

- 4) There are some inconsistent replacement cost increases in the LOS inventory as compared to the values shown in the 2017 DC Study:
- Those in the 2017 DC Study with a value of \$100,847 per acre increased to \$350,000 per acre, an increase of 247%;
 - Those in the 2017 DC Study with a value of \$109,616 per acre increased to \$150,000, an increase of 37%;
 - Those in the 2017 DC Study that had a value of \$81,116 per acre increased to \$115,000 per acre, an increase of 42%.

What is the basis for the 247% increase in parkland development costs for those Town’s parks in the LOS inventory (from 3 Musketeers Skatepark to Croatian Centre) from \$100,847 per acre in the 2017 DC Study to \$350,000 per acre in the 2022 DC Study?

- 5) What underlying land values (expressed on a per hectare basis) were used for valuing recreation facilities, net of site work costs?
- 6) What is the basis for the capital cost increase for the Trafalgar Sports Park Phase 6B, from \$3.0 million (for all of Phase 6) in the 2017 DC Study to \$14.9 million (for just Phase 6B) in the 2022 DC Study?
- 7) The lack of BTE for the Gellert Community Centre does not reflect the stated need for certain elements of the facility. The Town’s Recreation and Parks Strategic Action Plan states that:

*The Town has made investments to make sure that residents have access to high quality facilities while balancing fiscal responsibility. Capacity at aging or underperforming facilities such as arenas, seniors centres, and outdoor pools have been transitioned to new or substantially redeveloped facilities such as the MoldMasters SportsPlex, Acton Arena & Community Centre, **Gellert Community Centre**, and Trafalgar Sports Park. **The Gellert Community Centre and Dufferin Rural Heritage Community Centre were also built to respond to new recreational interests that emerged over the past decade and now provide residents with access to indoor aquatics, group fitness and indoor turf programs.***

The Strategic Action Plan also reported the results of a survey that found that “66% of households would use the Gellert Community Centre more often if it was expanded.”

- 8) Does the \$3.0 million capital cost for the Outdoor Ice Facility include land costs and if so, will the facility be used throughout the year? The DC Act and regulations only permit recreation lands to be

included in a DC if it is for an enclosed structure used throughout the year for public recreation, and land that is necessary for the structure to be used for that purpose.

- 9) What is the rationale for including three separate general “Future Town-wide Parkland Construction” items each with a value of \$10 million? These amounts combined equate to roughly 50% more costs than the Trafalgar Sports Park 6B (\$14.9 million) and Gellert Community Park Expansion (\$6.0 million) combined. Further, the rest of the Town’s capital project list is highly detailed which would appear to limit the need for such large-scale, general line items. Unless these project costs can be substantiated with specifics, they should be removed from the capital program as they do not appear to be necessary. If these costs were excluded and additional needs arise that were not included in the 2022 DC Study, they can be incorporated into the Town’s next DC background study and DC rate calculations.
- 10) The capital project list includes numerous parks within Vision Georgetown, including a community park, five (5) neighbourhood parks, and nine (9) parkettes. We would like to ensure that the estimated capital costs for neighbourhood parks, community parks and parkettes only include the DC eligible components, and exclude any local service elements, which based on the 2017 local service policy include costs associated with grading, sodding, servicing stubs, and perimeter fencing.
- 11) The Town’s local service policy states that recreational trails that are needed to support a specific development are direct developer responsibility. To what extent does the capital project list, which contains numerous trail development projects (items 48 to 71), reflect the Town’s local service policy and only include DC eligible project costs?

Fire Services

- 12) The total costs (construction and land) for Station #4 are \$8.2 million, which is a substantial increase from the \$2.3 million included in the 2017 DC Study. What is the basis for the cost increase? What are the building size and land areas for this facility?

Transit

- 13) What is the nature of the \$12 million for “Transit Facility Feasibility Study and Implementation” project? Assuming this is a mix of costs for the study and the construction, does the Town have a rough indication for the size of the facility and land area required?

Roads and Related

- 14) Why is the BTE for the Hornby Road Reconstruction only 11%? Given that this road connects Trafalgar Road and Steeles Avenue, once the road is improved, it is likely to be an increasingly used segment of road for existing users seeking to avoid traffic at the intersection of Trafalgar Road and Steeles (near the Premium Outlet location).
- 15) We have two questions on the Guelph Street & Mountainview NB/SB Turn Lanes:
 - a. The costs in the 2017 DC Study for the Guelph Street & Mountainview NB/SB Turn Lanes were \$1.5 million, and have increased by 566% to \$10,000,000. Based on the presentation provided, the cost increase is due to updated cost estimates and

inclusion of property acquisition costs – can details regarding the anticipated property acquisition and associated land value assumptions be provided?

- b. We would like to understand the lack of BTE allocation (10%) given the importance of this intersection in the Town and the significant amount of existing traffic that utilize this intersection currently. The Town's 2011 TMP noted that there were existing operational issues at this intersection, and was one of the intersections in the Town that required "geometric improvements".

Document1



Memorandum

March 24, 2022

Attention: **Scott O'Donnell**
Town of Halton Hills

Subject: **Halton Hills Development Charges Background Study**
Review of Technical Appendix

David Schaeffer Engineering Ltd. was retained by Southwest Georgetown Landowners Group Inc. to review and provide preliminary comments from the Technical Appendix materials provided at the Development Stakeholder Meeting #2 held on February 28, 2022. This memorandum summarizes comments by DSEL for consideration by the Town of Halton Hills.

1. The 2022 Development Charge transportation cost estimates in the Technical Appendix have increased and decreased from the 2017 comparable projects. Some transportation projects increase from 2017 to 2022 by the total index amount of $\sim 16\%$ (or 3%/year compounded). Other projects do not increase at all, and are the same costs carried forward from 2017. Some projects have increased significantly, and by more than the indexing amount noted above.

We request clarification from the Town of Halton Hills for the projects that have increased by more than the indexing amount, but appear to be the same project. The presentation slides indicate some of the projects have modified scope from 2017 (i.e. increased road length), and highlights two projects that fall under this category (Mountainview and Guelph Rd. Intersection improvements, and Eighth Line improvements project # 6200-16-1904). However, there are several

other projects that are not explicitly mentioned that have increased in cost, and additional information on why these costs have increased are requested.

Town project numbers listed below:

- 6200-16-2402
- 6200-16-1004
- 6200-27-0101
- 6200-16-1803

2. There are several active transportation improvement projects totaling approximately \$8.9M (~37% of which is growth related). It is difficult to verify if costing is appropriate without additional information on the individual projects. We request Halton Hills provide additional information on the active transportation projects such as a project costing sheets, and a map of the projects if applicable.
3. There are 11 projects described as Sidewalks and Pedestrian Crossings that have a growth-related cost. We request the Town of Halton Hills provide a map if these sidewalk and pedestrian crossing improvements, and the supporting calculation for Benefit to Existing (BTE) for projects No. 86 to 96.
4. Project 6200-16-1004 appears to increase by 825% from 2017 to 2022. Is this correct?
5. How were the BTE calculations for stormwater and transportation calculated – please provide calculations?

We look forward to further discussions on the Halton Hills Development Charge Background Study, and if you have any questions related to this memorandum please contact the undersigned.

Comments prepared by Ryan Kerr, P.Eng.

Sent by Email

David Schaeffer Engineering Ltd.

**Appendix 4(4) to report
CORPSERV-2022-0012**

From: Victoria Mortelliti <vmortelliti@bildgta.ca>

Sent: Friday, March 18, 2022 2:48 PM

To: Jinsun Kim <jkim@haltonhills.ca>

Subject: BILD Follow-up | DC/CBC/PARKLAND

[EXTERNAL EMAIL]

Hi Jinsun,

As today is the commenting deadline following the March 8th stakeholder meeting – I didn't want to let it pass without providing a few sentiments from BILD.

To start, thank you for the 2 industry stakeholder sessions hosted to date – the information sharing is of great value.

By way of these email, I am expressing BILD's continued interest in the DC/CBC/PARKLAND By-law reviews being conducted by the Town. At this juncture, we are still awaiting a clearer understanding on how the Town intends on proceeding with both the CIL and CBC. As such, BILD may have additional comments as more information on these components is made available.

Additionally, we would like to note our concern regarding the significant increases being proposed to the Apartment categories within the proposed DC's. When we add the proposed CIL or CBC charge to the proposed DC increases for Apartment categories we are concerned that the Town will not be promoting the development of these units which will in turn impact your ability to provide affordable housing options in the Town.

As your community building partner, we look forward to our continued conversations.

Many thanks,

Victoria Mortelliti
Manager, Policy and Advocacy
416-303-1880



Building Industry and Land Development Association

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