



April 28, 2022

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

Attention: Daryl Keleher, Senior Director

Thank you for your memo dated March 18, 2022, concerning the Technical Appendix provided at the development stakeholders meeting on March 8th, 2022. Town staff and Watson and Associates Economists Ltd. (Watson) have reviewed your comments and questions and the attached is our response.

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
John Linhardt, Commissioner of Planning & Development
Kevin Okimi, Director of Parks & Open Space
Stephen Hamilton, Manager of Facility Capital Projects
Jon Rehill, Commissioner & Fire Chief
Maureen Van Ravens, Director of Transportation
Mike Donnelly, Director of Engineering & Construction
Bill Andrews, Commissioner of Transportation & Public Works
Moya Jane Leighton, Town Treasurer & Director of Finance

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

Tel: 905-873-2600

Toll Free: 1-877-712-2205

Fax: 905-873-2347

haltonhills.ca

Memorandum

To	Jinsun Kim
From	Andrew Grunda
Date	April 28, 2022
Re:	Memorandum from Altus Group re: Halton Hills Development Charges Study dated March 18, 2022

Fax Courier Mail Email

We have reviewed the memorandum submitted by Altus Group on behalf of the Southwest Georgetown Landowners Group Inc. (Altus Memo) to the Town of Halton Hills (Town). The memorandum presents their questions and comments following a review of the Technical Appendix provided at the March 8, 2022 developer consultation meeting. We provide the following in response to the matters raised in the memo. The questions and or comments from the Altus Memo are provided in italics along with our response.

- 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).

The forecast growth for Acton was derived from residential and non-residential supply opportunities identified by Town staff and growth projections that were developed as part of the Town's long-range financial planning process. These projections were based on a detailed review of development projects that are either in the planning process or in consultation with Town staff. It is important to recognize that the Town's



Intensification Opportunities Study Update reflects long-term housing intensification supply opportunities to 2041, while the housing forecast provided as part of the Town's 2022 Development Charges (D.C.) Background Study reflects forecast housing demand over the 2022-2036 planning horizon. The Intensification Opportunities Study Update reflected a range of 769 – 1,286 total units for the Acton Urban Area. The 1,790 units referenced for Acton were identified through the predecessor Intensification Opportunities Study, which was completed in 2010. It is also important to note that the 2010 Study had directed a significant number of units to the South Acton Special Study Area (1,240 units), which upon further review through the 2017 Update, appear less likely to be realized in the short term. As such, the 2017 Update recommends additional land use and environmental studies are required in order to fully evaluate the redevelopment potential of the South Acton Special Study Area.

Demand for housing intensification within Halton Hills is anticipated to increase over the planning horizon relative to historical trends. Between 2009-2020, Acton averaged approximately 6 residential building permits per year, while the Georgetown BUA averaged approximately 98 units per year during this same time period. Over the 2022-2036 forecast period, a total of 144 housing units (approx. 10 housing units per year) are anticipated in Acton under the 2022 D.C. Background Study. This represents an increase of 67% in annual housing growth relative to the historical period reviewed. It is acknowledged that over the long-term (i.e. post 2036) demand for the housing intensification within the Acton MTSA may increase at a rate greater than what has been identified during the 2022-2036 forecast period.

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?*

“Reserve Fund Adjustment” refers to the estimated cash balances net of committed spending. The balances are based on the opening balance as at January 1, 2022 and have been adjusted to account for actual revenues received to February 28, 2022 and a provision for revenues to mid-2022 based on the growth forecast estimates. In addition, the D.C. reserve fund balances include approximately \$313,000 of corrections (credit) in previously reported balances as set out in the D.C. Background Study.

“Interfund Loan” refers to interim financing provided by the Town to fund growth-related capital projects (including commitments) due to D.C. revenue shortfalls. Interest has been calculated for interfund loans and is included in the calculation.

Positive reserve fund balances (cash balances) have been deducted from the total costs eligible for recovery from D.C.s. Future principal and interest payments for the



Interfund Loans have been included in the calculation of the charge as committed excess capacity.

- 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?*

The “Unfunded Post-Period Benefit of Completed Projects” refers to the share of costs that was deducted a post-period benefit in the 2017 D.C. Background Study. These amounts have not been funded from the D.C. reserve fund as they were not in-period costs and are now being brought into the calculation of the charge as committed excess capacity.

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:*
- a. *Those in the 2017 DC Study with a value of \$100,847 per acre increased to \$350,000 per acre, an increase of 247%;*
 - b. *Those in the 2017 DC Study with a value of \$109,616 per acre increased to \$150,000, an increase of 37%;*
 - c. *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?

The replacement costs in the 2022 D.C. Study are based on analysis of recent tender costs and vary by park type. Definitions of the park types are provided in sections F7.3.3 through F7.3.5 of the Town’s Official Plan.

Analysis of tender costs shows the cost of Parkettes, which are smaller, compact, open spaces to be \$150,000 per acre but the level of park facilities is still similar to a neighbourhood park (servicing, pathways, etc.)

For Neighbourhood Parks, which tend to be medium-sized parks with sports field and playground amenities, a replacement cost of \$115,000 per acre has been used based on the recent tender cost. The cost per acre is lower compared to that for parkettes, as the cost is spread over larger land areas, and also because the base setting (e.g. base grading, seeding, service stubs etc.) is provided by developers and therefore outside of the cost estimate for D.C. purposes.



Lastly, a replacement cost of \$350,000 per acre has been used for Community Parks. Community Parks are large parks with more complicated features (e.g. water play areas, gardens, special staging areas, washrooms etc.) that are often acquired and constructed by the Town separate from the development process (i.e. in many cases the lands are acquired with no base servicing provided by a developer). The replacement cost is based on the cost estimated in the Gellert Community Centre and Park Feasibility Study prepared in 2019.

5) *What underlying land values (expressed on a per hectare basis) were used for valuing recreation facilities, net of site work costs?*

The level of service calculation assumes a cost of \$1.53 million per acre or \$3.78 million per hectare. The amount is based on land value analysis undertaken by Antec Appraisal Group for the Town in 2021 and indexed to 2022 values.

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?*

Trafalgar Sports Park Phases 6, 7, 8, and 9 in the 2017 D.C. Study were consolidated into a single project and renamed Trafalgar Sports Park Phase 6B. The costs for those projects in the 2017 D.C. Study totalled \$16.7 million (2017 \$) and has now been revised to \$14.9 million (2022 \$) in the current study to reflect construction of additional facilities at the park since 2017.

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 Mold-Masters 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."

The Gellert Community Centre project was included in the 2012 D.C. Background Study and identified as 100% growth-related with no benefit to existing development identified



at that time. Since then, some of the new growth identified in 2012 has now been realized and forms part of the existing development. The Strategic Action Plan prepared in 2020 identifies that some of the existing residents will benefit from the use of the community centre, growth occurring between 2012-2020 would now constitute the existing community. To recognize that some of the growth initially identified in 2012 is now part of the existing development, reserve fund balances are netted against the capital costs. In other words, contributions from the growth that has occurred between 2012 and 2022 have been recognized through the reserve fund adjustment reflective of the benefit to existing.

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.*

The cost estimate does not include land costs as the facility would be constructed in an existing park. The Town's current vision is to construct a structure that will be used for outdoor recreation activities in both summer and winter (e.g. basketball/splash pad in summer, skating/hockey in winter) and may have some partial enclosures for picnic tables, and potentially washroom/changeroom facilities. The capital cost estimate of \$3.0 million was based on an envisioned version of similar facilities from neighbouring municipalities. The \$3.0 million estimate reflects the Town's plan to co-ordinate its construction with other capital projects identified in the forecast (e.g. Gellert park expansion) in an aim to achieve cost savings from economies of scale. Furthermore, the Town is currently undertaking an Outdoor Ice Strategy to inform the design and other details and further refine the estimated costs. It is anticipated that this study will be completed in late-2022 or 2023.

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.*

The Town's Capital Budget Forecast is for the period to 2031. The 2022 D.C. Background Study addresses the increase in needs for new development to 2036. These provisions have been developed with consideration of the average needs in the Capital Budget and Forecast (i.e. \$105.9 million over 10 years, or \$10.6 million per year) and the need to maintain the Town's existing level of service. The detailed needs



and specific cost estimates will be further refined through subsequent capital budgeting process to 2036.

The overall costs for the Future Town-Wide parkland are based on the order of magnitude of construction of a significant Town Wide Park (i.e. the scale of Trafalgar Sports Park) in three overall phases. These provisions total \$39.1 million over the 2032-2036 period, or \$7.8 million per year. This provision is lower than the annual capital forecast to 2031 of \$10.6 million. Moreover, the increase in need over the forecast period to 2036 is approximately \$27.5 million lower than the historic level of service cap.

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.

The capital cost estimates do not include local service items. The capital cost estimates only include Town features (e.g. lighting, servicing, playground etc.) based on per-acre cost estimates and exclude any costs associated with local servicing provided by developers (e.g. base grading, seeding, service stubs etc.) as conditions of development agreements.

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?

All trail development projects listed in the capital forecast are identified in the Town's Active Transportation Master Plan. The projects included in the 2022 D.C. Background Study do not include local service items in accordance with the Town's Local Service Policy. Maps of the trails are provided on the Town's website at:

<https://www.haltonhills.ca/en/residents/active-transportation-master-plan.aspx#Our-trails-map>

<https://pub-haltonhills.escribemeetings.com/filestream.ashx?DocumentId=9023>

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?



The cost estimate for the construction of Station #4 were revised to include land acquisition costs of \$3.0 million, which were not included in the 2017 D.C. Background Study. Construction costs were estimated at \$2.3 million in the 2017 D.C. Background Study, which have now been revised to \$5.2 million. The increase in cost reflects cost inflation and the adoption of Green Building Standards by the Town. The exact size of the facility has yet to be determined although it is anticipated that it will be similar to the that of the Town's other fire stations.

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?

The project costs include costs to undertake a feasibility study and construction of the facility (including design). Although specific requirements and costs for the Town's Transit Facility would be determined through the study, staff estimate that the facility will be approximately 25,000 sq.ft. and occupy 1.7 acre site area. The cost estimate and facility size are based on a comparable facility in another municipality. The facility would include space for bus storage and wash facilities.

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).

The road reconstruction currently envisioned is to upgrade the road in order to service the future employment growth as per the approved Premier Gateway Phase 1B Secondary Plan. The existing road is a rural road that was designed mainly to accommodate a rural residential community. To accommodate the employment growth identified in the forecast, reconstructing the road from a rural standard to partial urban standard is required. Further, the road would be designed for an industrial use. Although the project is required as a result of growth, it is acknowledged that the road will also benefit the existing development. Accordingly, 11% attribution for benefit to existing, consistent with the Town's prior D.C. background studies, is appropriate.

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".

- a. The planned improvements to the Mountainview/Guelph Intersection will provide two additional left turn lanes in each direction, in order to address further capacity issues as growth occurs (i.e. Vision Georgetown). Project timing and cost will be refined further as part of the Transportation Master Plan update planned for mid-2024. One of the major concerns and challenges currently anticipated with this project is that the construction requires substantial and complex property acquisitions to accommodate the additional lane width. The existing properties that will be subject to the property acquisition will require site remediation. It will also involve costly relocation of underground utilities including hydro infrastructure.

Based on staff review, the following are the revised estimates for the project timing and costs (total \$10.0 million):

- \$500,000 for environmental assessment in 2028,
- \$750,000 for design/engineering in 2030
- \$3.0 million for property acquisition in 2030
- \$2.0 million for utility relocation in 2030
- \$3.75 million for construction in 2033

- b. The 2012 D.C. Background Study, which considered the results of the Town's Transportation Master Plan determined that 10% of the costs would be attributed to the existing development at that time. Since the completion of the 2012 Study, some of the growth has been realized, however, the 10% benefit to existing has been maintained. D.C. revenues contributed by development that occurred between 2012 and 2022 are reflected in reserve fund balances, which have been applied against the capital program.

Proposed Off-Road Trail Hierarchy



HALTON HILLS ACTIVE TRANSPORTATION MASTER PLAN

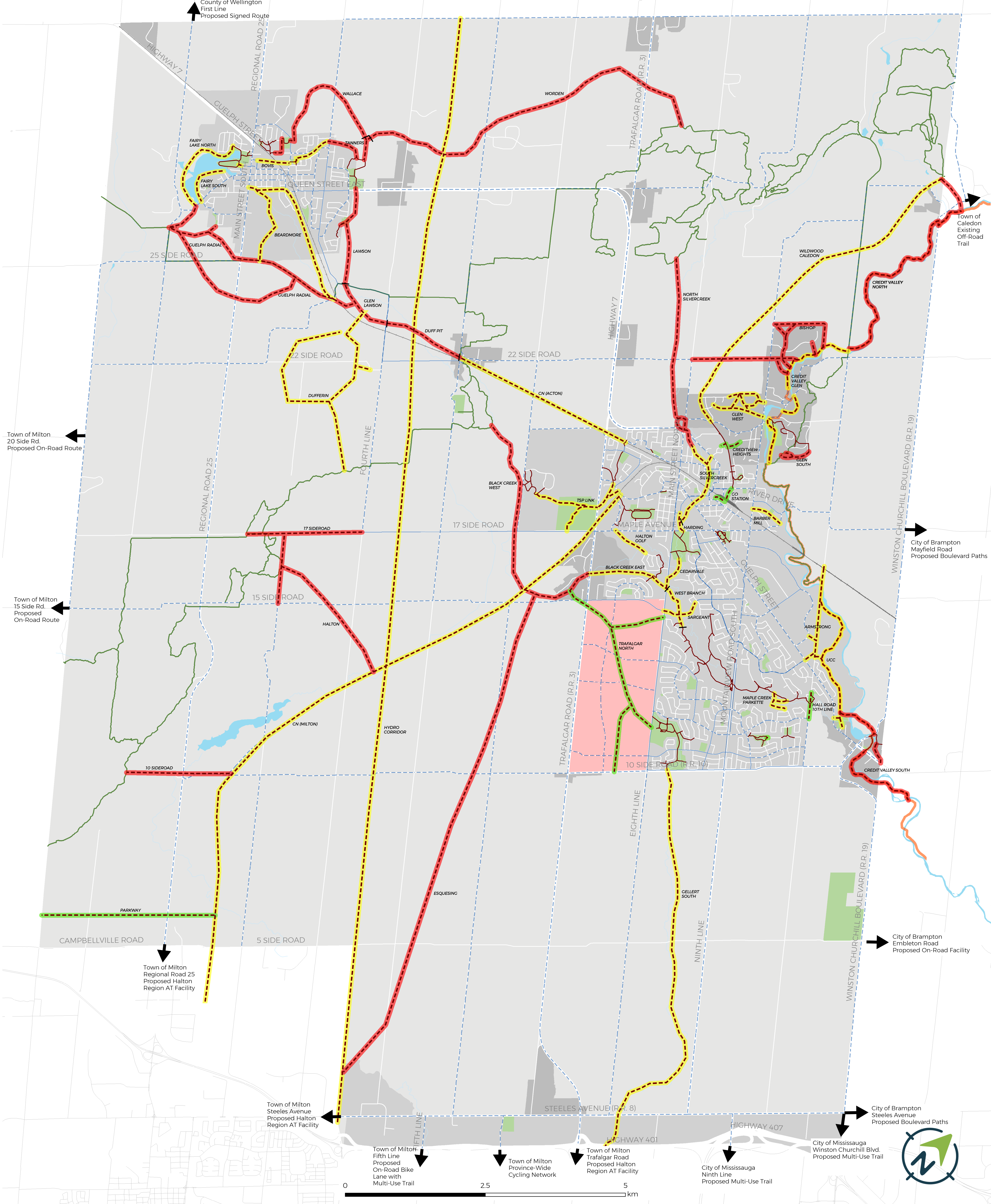
Legend

- Existing Off-Road Facility (solid red line)
 - Proposed Off-Road Facility (dashed red line)
 - Existing On-Road Facility (solid blue line)
 - Proposed On-Road Facility (dashed blue line)
- Trail Hierarchy
- Type 1 (Primary) - Asphalt (solid green line)
 - Type 2 (Secondary) - Screenings (dashed yellow line)
 - Type 3 (Tertiary) - Beaten Footpath (solid red line)
 - Bruce Trail (solid green line)
 - Credit Valley Trail (solid orange line)
- Community Centre (orange circle)
 - Hospital (blue circle)
 - Municipal Building (grey circle)
 - School (red circle)
 - Park (green square)
 - Urban Area (grey square)
 - Hamlet / Rural Cluster (dark grey square)
 - Vision Georgetown Secondary Plan Area (pink square)
 - Connection to Surrounding Municipality (black arrow)

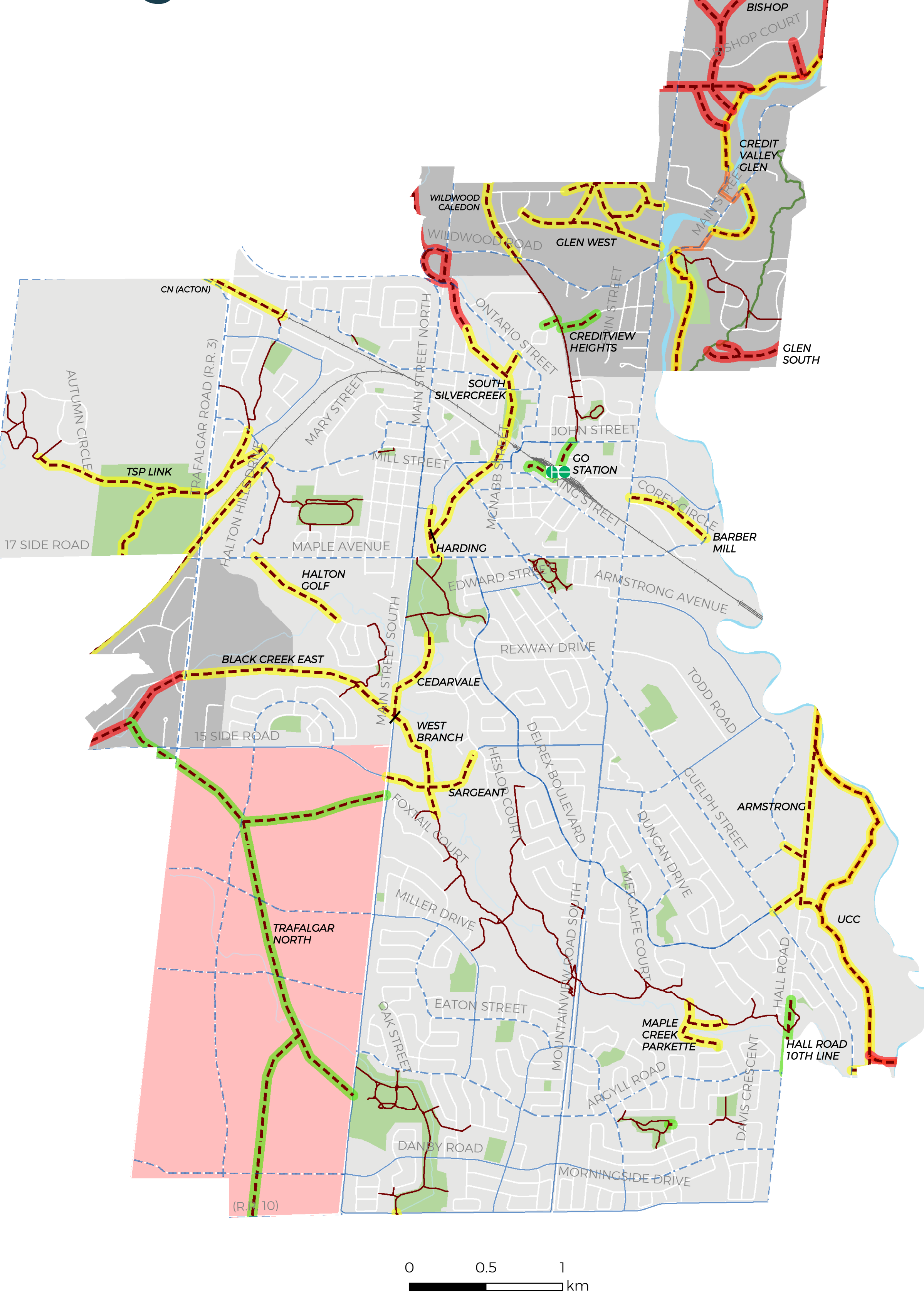
Acton



Town of Halton Hills



Georgetown



0 2.5 5 km

0 0.5 1 km





Trail Seasons

Spring
Look for increased wildlife activity on trails. Many plants and trees begin blooming in early April. Melting snow and ice means higher than average water levels – wear appropriate footwear, and always use caution when hiking.

Summer
The most popular time for trail use. Hike or bike on most trails. Be careful in hot weather. Always stay hydrated and look for shade if you need a break to cool down.

Fall
Cooler temperatures, scenic landscapes and a dramatic colour palette make fall a beautiful season to hike trails in your area. Wear layers for added comfort, and don't forget a camera!

Winter
Trails are not maintained during winter months – use at your own risk with high-grip footwear. Snowshoes and cross-country skis are popular methods of accessing trails during winter months.



Dogs on a leash

Trails are a perfect spot to walk your family pet! Remember, dogs must always remain on a leash when not in a Leash Free Zone. Stoop and scoop after your pet to keep trails clean for everyone to enjoy.



Help keep parks and trails clean

Please put waste in its place. Garbage containers are placed at trail entry/exit points, and some areas have blue bins for recycling.

Parking before your hike

If you need to park before your hike, several spots are available near 124 Miller Drive (enter this address on your GPS). From there you can enjoy the wooded section and smaller circuit trails offered west of Mountainview Road.

LEGEND

- Municipal Trail (entry)
 - Future Trail
 - Bruce Trail
Difficulty: ● Challenging
 - Bruce Trail - Side Trail
Difficulty: ● Challenging
 - Guelph Radial Line Trail
Difficulty: ● Challenging
 - Destination Park
 - Picnic Pavilion
 - Leash Free Zone
 - Cycling/Inline/Strollers
 - Parks & Cemeteries
 - Woodlands/Wetlands
 - Protected Greenlands
 - Conservation Area
 - Hospital
 - Town Facility
 - Splash Pad
 - Skate Park
 - Niagara Escarpment
- | | |
|--|--|
| 1 Prospect Park Trail: 1.8km
30 Park Avenue, Acton
Difficulty: ● Easy | 8 Wildwood Trail: 1.3km
Wildwood Road and Oakridge Drive, Georgetown
Difficulty: ● Easy |
| 2 Danville/Wallace Trail: 0.85km
76A Danville Court, Acton
Difficulty: ● Easy | 9 Hungry Hollow Trails: 5.5km
Miller Drive and Lookout Court, Georgetown
Difficulty: ● Medium |
| 3 Tanners Drive Woodlot: 0.93km
45 Tanners Drive, Acton
Difficulty: ● Medium | 10 Jubilee Woodlot: 0.5km
407 Barber Drive, Georgetown
Difficulty: ● Easy |
| 4 Rennie Street Woodlot: 0.25km
32 Rennie Street, Acton
Difficulty: ● Easy | 11 McNab Trail: 0.66km
Guelph Street and Noble Street, Georgetown
Difficulty: ● Easy |
| 5 Chris Walker Trail: 6.6km
1 Park Avenue, Georgetown
Difficulty: ● Medium | 12 Ainley Trail: 0.7km
12 Ainley Trail, Glen Williams
Difficulty: ● Medium |
| 6 Arborglen Trail: 0.75km
2 Arborglen Drive, Georgetown
Difficulty: ● Medium | |
| 7 Gellert Trail: 3.5km
10241 Eighth Line, Georgetown
Difficulty: ● Easy | |
- Difficulty Levels: ● Easy = mostly flat, hard surface. ● Intermediate = some hills, mixed surface. ● Challenging = large hills, difficult terrain



Fairy Lake



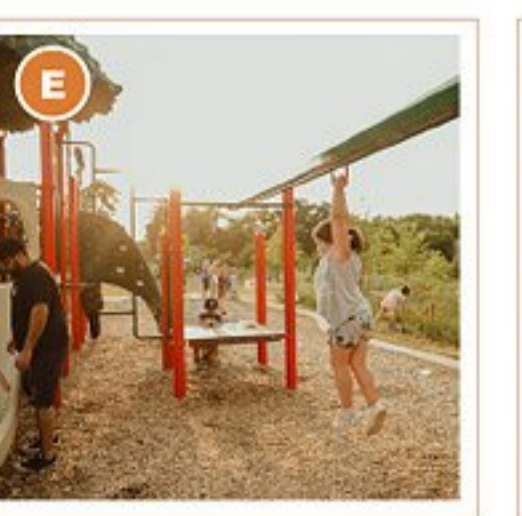
Tanners Woodlot



Limehouse Kilns



Chris Walker Trail



West Branch Drive Park



Regan Ridge Bridge