

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