

TOWN OF OAKVILLE RESPONSES FOR DISCUSSION PURPOSES ONLY

Further to the additional inquiries received by the Town, please be advised that the responses are as follows:

IBI Group – Memorandum dated February 6th, 2018

Growth Forecast:

The growth population growth forecast used for the 2017 Oakville DC Background Study has been derived from the June 2011 Halton Best Planning Estimates (BPE). In 2017, the Town of Oakville completed an Urban Structure Review Study, which was supported by a comprehensive Growth Analysis Study. This Growth Analysis Study provided an updated growth forecast which incorporates the results of the 2011 and 2016 Census, which was not embraced in the 2011 Halton BPE. The 2017 Growth Analysis Study identifies that the average person per unit (PPU) is not declining as rapidly as previously identified in the Halton 2011 BPE. The results of this more current analysis has been incorporated in the Town of Oakville 2017 DC Background Study growth forecast.

In contrast, Halton has not yet prepared any updates to the Halton BPE to date. The Region is now embarking on its OP review and will be reviewing its growth projections over the next couple of years. In the absence of an updated comprehensive review, Halton Region was not in a position to update the growth forecast prepared for the 2017 DC Background Study relative to the Halton Region 2011 BPE. The Halton Region DC Background Study did however make adjustments to account for the most recent Census data and building permit activity available at the time the study was prepared.

Level of Service Calculation

As previously noted the Town undertook an appraisal of lands to assist with the preparation of the background study and continues to rely on the values arrived through this process. In addition to the appraisal prepared a comparison of some of the most recent land transaction involving the Town continues to support the recommended values in the appraisals. In addition, given the nature of the services identified (Fire Services, Recreational and Library Facilities) the Town does not believe that these would be located in an industrial area but rather are to be located in residential areas to service the primary users of these facilities and as such attributing a value of land acquisition based on acquiring industrial lands would not be appropriate or consistent with the DC Act.

Capital Program – North Operations Depot / Fire Station No. 9

With respect to the previous response provided, we would note that there was an error in the response. Please be advised that with regards to the BTE and PBP for Fire Station No. 9 and the North Operations Depot the following responses should apply:

Fire Station No. 9

The existing benefit represents two deductions. First, Fire Station No. 9 will be a new facility that will replace and expand the existing Temporary Station 9; hence a benefit to existing amount was provided to recognize the value of the current Temporary Station 9. The second deduction recognizes that the new facility will house the fire prevention officers. Presently there are 9 officers to which an additional 4 are planned. The area of the building where their offices will be is valued at approximately \$2.6 million. 69% of this cost (9 officers of the total 13) have been allocated as existing benefit.

North Operations Depot

The North Operations Depot will service both Parks and Public works (i.e. Services related to a highway). Buildings for both services will be constructed in phases over many years. For Parks service, we have recognized the 10 year growth forecasts (vs. the longer term horizon the facility is planned for) and have made a deduction to recognize this longer term. A similar deduction was made for Services Related to a Highway to recognize construction being undertaken with the Parks service.

Land Costs for South East Recreation Centre

The Town does not believe that its previous response is inconsistent with the requirements of the DC Act. The value of the lands in question represent the value that the Town has incurred or would be incurred for the identified purposes.

Capital Program – Active Transportation Projects

The listing of sidewalk projects has now been included as part of the documents available for review and as part of the responses provided.

The allocation of BTE and PBP is consistent with the way such projects have been allocated previously by the Town in prior development charge background studies and accepted by all parties and continues to be applied in a consistent manner in the current background study.

Additional Questions

Any revenue shortfall that resulting from Statutory/Non-Statutory Exemptions are not funded through the development charges regime and as such do not form part of the DC funding program. Those amounts are not included as part of the total amount to be recovered through development and are funded separately through non-DC sources by the Town.

Outstanding Questions

Much of the information identified has been included in the list of supporting materials available for review through the Town's portal that was established for sharing of information previously and has been updated to include any information that was not originally provided.

Altus Group – Memo dated – February 8th, 2018**Land Acquisition Costs:**

The Town does not believe that its previous response is inconsistent with the requirements of the DC Act. The value of the lands in question represent the value that the Town has incurred or would be incurred for the identified purposes.

Level of Service Inventory – Parks and Recreation – Quad Pad and Joshua’s Creek

We believe that the level of service has been appropriately calculated in accordance with the Act. The facility provides for servicing and programming that is currently being used by the Town and as such has been included in the calculation of the level of service. We do not agree that the proportion that relates to remaining debt is required to be deducted form the level of service calculation.

South East Recreation Centre Lands

The Town does not believe that its previous response is inconsistent with the requirements of the DC Act. The value of the lands in question represent the value that the Town has incurred or would be incurred for the identified purposes.

Population, Household & Employment Forecasts – 2016 PPUs

2016 Census PPU data was not publicly available at the time of preparing the most current Town of Oakville Development Charges Background Study (DCBS). For this reason 2016 PPU data was not included in the Appendix A growth forecast. In 2017, considerable demographic analysis was undertaken as part of the Town of Oakville Urban Structure Review to assess long-term population, housing and PPU trends for the Town (as prepared under the 2017 Town of Oakville Growth Analysis Study – Technical Report). The Town of Oakville Urban Structure Study was utilized to support the forecast PPU trends for Oakville as part of the most current DCBS. It is recognized that incorporating 2016 PPU data and corresponding 2016 Census headship rate data may result in a slightly revised long-term housing and PPU forecast for the Town as well as a revision to our assumptions regarding new unit PPUs. It is our opinion that this revised analysis should be carried out as a separate update to the 2017 Growth Analysis Study, rather than the DCBS process.

Roads Project #16 – Lower Base Line

The Town position on the valuation of this item has not changed from its original response. We do not agree that the lands in question would be acquired for values associated with Hazard Lands as is suggested in the Altus memo.

Cost Discrepancies – DC Study vs. Project detail Sheets

With respect to the projects identified please be advised as follows:

2 Burloak Drive – 1 from South of Wyecroft Road to North of Prince William Drive: For this project, we are using the project estimate provided by Metrolinx.

5 Kerr Street from Wyecroft Road to Speers Road: A revised estimate is being used for this project based on design developed to date.

18 Cornwall Road – 1 from Chartwell Road to Morrison Road: The 2017 DC Cost Estimate is based on updated detail design costs. The differences in costing between the detail project sheet and the detail design cost estimate relate to additional costs related to added stormwater management features, upgrading of existing major cross culverts and relocation of existing Transcanada pipeline. The cost estimate of \$8.504 million is the correct estimate.

68 New Cross Avenue 1 from Argus Road to SSR: The 2017 DC Cost Estimate is based on a more refined cost estimate than the Midtown EA estimate that accounts for more detailed land acquisition costs of commercial properties, utility and Regional w/m and wwm relocations and re-alignment of the SSR based on a phased delivery of the new Cross Ave corridor through midtown.

Staff are available to meet and go through the detailed estimates for these projects.

Estimation of BTE Factors

- (a) The calculation for BTE of the existing 2 Lane roadway, includes resurfacing of the existing pavement and a 15% nominal repair/replacement of the existing curbing on an existing 2 lane urban roadway. These two lane urban roads do not have existing concrete kill strips. While some sodding would be required at concrete curb repair locations this overall cost is considered very minor and would not change the overall BTE percentages. Please refer to Table 5: Cost Allocation to Growth and Existing Development in the 2012 Development Charge Background Study Transportation Technical Report for further details.
- (b) Please refer to Table 5: Cost Allocation to Growth and Existing Development in the 2012 Development Charge Background Study Transportation Technical Report for further details.

Application of BTE to Midtown Oakville Road Improvements

Please refer to Table 5: Cost Allocation to Growth and Existing Development in the 2012 Development Charge Background Study Transportation Technical Report for further details.

Allocation of BTE for Road Replacement Projects

The North Service Road project from West of Deerfield Golf Course to Third Line projects is being widened to accommodate continuous centre turn and operational left turn lanes at intersections as well as the introduction of on road cycle lanes. As such we see this as a road widening and the applicable RRW classification applying to these road projects at an 80/20 split. Project 60 NSR 1km East of Invicta Drive to Eighth Line is primarily a new road (3 lanes) with bike lanes and pedestrian facilities and a new alignment; therefore, we see this project as 100% growth.

Trafalgar Ramps

The Town's position remains as per our prior response.

The Midtown Class EA Study identified a need to maintain the existing ramp terminal (71) including some realignment work so that traffic could still access Trafalgar Road north/south. The study also recommended the need to build a new eastbound off-ramp (72) from the QEW that will go under Trafalgar Road to provide more direct access to the Midtown area east of Trafalgar Road. In the future should this project be identified in the Region of Halton works, the funds will be transferred to said project but in the meantime the Town believes that in order to support future growth the project is necessary and will need to be constructed as per the EA process.

Transit – Modal Share for North Oakville

The Dillon transit memo has been revised. Please refer to page 18 of the Dillon memo for the new transit mode share projections.

The mode split projections have been based on approved plans and policies relating to land use and transit planning, which recognize the transit-first philosophy envisioned for North Oakville. As a primarily greenfield growth area as opposed to an intensification area within a more established part of town, higher levels of transit service growth and transit ridership growth can be expected in North Oakville. Land use and transportation plans have identified the importance of higher order transit on Dundas Street, Trafalgar Road and Bronte Road. This level of transit service will support increased levels of transit mode share as compared with other parts of Oakville.