



# Addendum to the December 21, 2023 Development Charges Background Study

---

City of Hamilton

March 28, 2024

Watson & Associates Economists Ltd.  
905-272-3600  
[info@watsonecon.ca](mailto:info@watsonecon.ca)

# Table of Contents

	Page
<b>1. Background.....</b>	<b>1</b>
<b>2. Updates to the 2024 D.C. Background Study.....</b>	<b>1</b>
2.1 Refinements to Parks and Recreation Services.....	1
2.2 Refinements to Water Services .....	2
2.3 Refinements to Wastewater Linear Services .....	4
2.4 Refinements to Stormwater Drainage and Control Services – Separate Sewer System .....	7
2.5 Refinements to Services Related to a Highway .....	8
2.5.1 Non-Growth-Related Road Project .....	8
2.5.2 Road Project Timing Updates .....	9
2.5.3 Road Project Segmentation Update.....	10
2.5.4 Road Projects Updated Future Pavement Widths.....	10
2.5.5 Road Project Right-of-Way Assumptions and Revised Local Service Policy (L.S.P.) Deductions.....	10
2.5.6 Road Project Updated L.S.P. and Financial Policies .....	13
2.5.7 Additional Major Structures.....	14
2.5.8 Major Structures Timing.....	14
2.5.9 Updated Major Structures Cost Estimate.....	15
2.5.10 Removal of Duplicate A.T. Projects .....	15
2.5.11 A.T. Project Cost Allocation to the L.S.P.....	18
2.5.12 A.T. Project Timing Updates .....	20
2.5.13 Provisional Post Period Benefit Deduction.....	21
2.5.14 Summary of Changes .....	21
2.6 Refinements to the Local Service Policy (L.S.P.).....	22
2.7 Updated Exemption Recommendations.....	23
2.8 Refinements to Wording in Draft D.C. By-laws .....	25
<b>3. Overall Changes to the 2024 D.C. Calculations .....</b>	<b>26</b>
<b>4. Changes to the Background Study.....</b>	<b>29</b>
<b>5. Process for the Adoption of the Development Charges By-law.....</b>	<b>30</b>



# Table of Contents (Cont'd)

	Page
<b>Appendix A Amended Pages.....</b>	<b>A-1</b>
<b>Appendix B Summary of Changes to Water and Wastewater Capital Project Lists .....</b>	<b>B-1</b>
<b>Appendix C Summary of Changes to Stormwater Capital Project Lists .....</b>	<b>C-1</b>
<b>Appendix D Summary of Changes to Services Related to a Highway Capital Project List.....</b>	<b>D-1</b>
<b>Appendix E Summary of Proposed Amendments to Local Service Policy .....</b>	<b>E-1</b>
<b>Appendix F D.C. Rate Impacts Excluding the Proposed L.S.P. Amendment .....</b>	<b>F-1</b>



## List of Acronyms and Abbreviations

<b>Acronym</b>	<b>Full Description of Acronym</b>
A.E.G.D.	Airport Employment Growth District
A.T.	Active transportation
B.T.E.	Benefit to existing
C.I.P.A.	Community Improvement Plan Area
D.C.	Development Charges
D.C.A.	Development Charges Act
L.S.P.	Local Service Policy
N.A.I.C.S.	North American Industry Classification System
Sq.ft.	Square foot
S.W.M.	Stormwater management



# 1. Background

Commensurate with the provisions of the Development Charges Act, 1997, as amended (D.C.A.), the City has undertaken a Development Charges (D.C.) Background Study and released the study in accordance with the D.C.A. The following provides a summary of the key dates in the D.C. by-law process:

- April 13, 2023, September 18, 2023, and November 9, 2023 – D.C. Stakeholders Sub-Committee meetings
- December 21, 2023 – Release of the D.C. Background Study and draft by-laws
- January 23 & 24, 2024 – Public engagement sessions
- February 22, 2024 – Public Meeting of Council
- March 28, 2024 – Addendum to December 21, 2023 report released
- April/May 2024 – Council considers adoption of Background Study, as amended and passage of D.C. By-laws

The purpose of this addendum report is to revise the capital costs related to water, wastewater, stormwater, and services related to a highway. In addition, an update to the Local Service Policy (L.S.P.) is being proposed. As a result of these revisions, a recalculation of the D.C. rates has been undertaken. Further details are provided in this addendum report on changes to recommended exemption policies and wording included in the draft D.C. by-laws.

## 2. Updates to the 2024 D.C. Background Study

This section of the addendum report provides an explanation for the above-noted refinements. The refinements have resulted in a decrease to the calculated D.C. rates.

### 2.1 Refinements to Parks and Recreation Services

---

Based on further review of the Background Study, a section of the recreation facilities service standard table was not included in Appendix B in error. The missing page has been included in the amended pages attached to this report. There is no impact on the service standard calculation or D.C. rate.

---



## 2.2 Refinements to Water Services

---

Based on further review by City staff, a number of revisions have been made to the water capital project listing. The discussion below provides a summary of the changes that have been made to the details of the water projects (Table 5-15 in the Background Study):

City staff have identified that the following project was missing from the capital project list:

- Light Rail Transit (L.R.T.) Related Water Capital Projects: \$5.25 million

This project is fully growth-related and as such, the full capital cost has been included in the D.C. calculations as part of the City-wide water projects. This project is part of the following project in the D.C. Background Study capital listing (Table 5-15):

Original Project Number	Revised Project Number	Project Name	Change in Net Capital Cost
13	13	City Wide Water Distribution System	+\$5.25 million

Note: original project number in the tables herein refers to the project number in the Background Study released on December 21, 2023. The revised project number refers to the project listing included in the amended pages of this addendum report.

Following additional project review by City staff, two projects have been removed from the City-wide water capital projects as these works are no longer required for the growth identified as part of this D.C. study. These projects are as follows:

- CW1-W-23: Oversizing of Infrastructure-Watermains (oversizing of servicing infrastructure within subdivisions): \$427,000; and
- CW14-W-23: Oversizing of Infrastructure-Watermains (oversizing of servicing infrastructure for subdivisions not identified on draft plans): \$10.12 million.



These costs have been removed from the calculations, resulting in a net decrease of \$10.55 million in D.C.-eligible costs.

The following provides a summary of the changes to Table 5-15 as a result of this removal:

Original Project Number	Revised Project Number	Project Name	Change in Net Capital Cost
12	12	City Wide Water Distribution Network	(\$10.55 million)

A further reduction of \$8.00 million has been applied to the City-wide water project listing for local servicing costs (non-trunk infrastructure) in accordance with the City's Comprehensive Development Guidelines and Financial Policies Manual. This reduction has been applied to the net-D.C. capital costs as follows:

Original Project Number	Revised Project Number	Project Name	Change in Net Capital Cost
N/A	14	Reduction in Development Charges for Local Servicing Cost (Non-Trunk)	(\$8.00 million)

GM BluePlan, the consultant undertaking the D.C. analysis for water and wastewater services, has prepared a memo summarizing the above changes. This memo is provided in Appendix B of this addendum report.

Given the changes to the D.C. capital project listing, the provisional post period benefit deduction has decreased from \$33 million to \$31 million. In addition, given that a portion of the capital costs that were anticipated to be debt-financed have been removed, growth-related financing costs have decreased from \$12.47 million to \$12.05 million.



Original Project Number	Revised Project Number	Project Name	Change in Net Capital Cost
16	17	Growth Related Financing Costs (Discounted)	(\$412,000)
17	18	Provisional Post Period Benefit Deduction	(\$2 million)

As a result of these changes, the net D.C.-related cost for water services has decreased from \$183.61 million to \$171.90 million.

These refinements result in a decrease to the calculated D.C. for water services. For single & semi-detached dwellings the D.C. decreases from \$7,323 per unit to \$6,856 per unit. For non-residential development, the D.C. decreases from \$4.65 per sq.ft. to \$4.36 per sq.ft.

## 2.3 Refinements to Wastewater Linear Services

---

A number of refinements have also been made to wastewater linear services that are similar in nature to the changes made for water services. A summary of the changes is provided herein.

City staff have identified that the following project was missing from the capital project list:

- Light Rail Transit (L.R.T.) Related Wastewater Capital Projects: \$5.25 million

This project is part of the following project in the D.C. background study capital listing:





Original Project Number	Revised Project Number	Project Name	Change in Net Capital Cost
10	10	City Wide Sanitary System	+\$5.25 million

This project is fully growth-related and as such, the full capital cost has been included in the D.C. calculations under the City-wide wastewater project listing.

Similarly, City staff identified that the following two (2) projects are no longer required for the growth identified for this D.C. study:

- CW4-S-23: Oversizing of Infrastructure-Sanitary (oversizing of servicing infrastructure within subdivisions): \$852,000; and
- CW18-S-23: Oversizing of Infrastructure-Sanitary (oversizing of servicing infrastructure for subdivisions not identified on draft plans): \$1.63 million.

These costs have been removed from the calculations, resulting in a net decrease of \$2.48 million in D.C.-eligible costs. These projects form part of the following project in the D.C. Background Study (Table 5-16):

Original Project Number	Revised Project Number	Project Name	Change in Net Capital Cost
9	9	City Wide Sanitary System	(\$2.48 million)

A further reduction of \$10 million has been applied to the City-wide wastewater project listing for local servicing costs (non-trunk infrastructure) in accordance with the City's Comprehensive Development Guidelines and Financial Policies Manual. This reduction has been applied to the net-D.C. capital costs as follows:



Original Project Number	Revised Project Number	Project Name	Change in Net Capital Cost
N/A	11	Reduction in Development Charges for Local Servicing Cost (Non-Trunk)	(\$10.0 million)

Appendix B provides for the memo prepared by GM BluePlan which summarizes the above changes.

Given the changes to the D.C. capital project listing, the provisional post period benefit deduction has decreased from \$14 million to \$13 million. Given the net addition of capital costs related to City-wide wastewater projects, there is an increase in the proportion of the capital costs that are anticipated to be debt-financed. As a result, growth-related financing costs have increased from \$39.45 million to \$39.47 million.

Original Project Number	Revised Project Number	Project Name	Change in Net Capital Cost
13	14	Financing (Linear) (Interest Discounted)	+\$18,000
14	15	Provisional Post Period Benefit Deduction	(\$1 million)

As a result of these changes, the net D.C.-related cost for wastewater services has decreased from \$272.76 million to \$266.54 million.

These refinements result in a decrease to the calculated D.C. for wastewater linear services. For single & semi-detached dwellings the D.C. decreases from \$10,878 per unit to \$10,630 per unit. For non-residential development, the D.C. decreases from \$6.91 per sq.ft. to \$6.75 per sq.ft.



## 2.4 Refinements to Stormwater Drainage and Control Services – Separate Sewer System

---

Upon further review, City staff have determined that two (2) projects on the quality/quantity stormwater management (S.W.M.) listing in the Stoney Creek – Mountain development area have been completed and funded. The following projects have been removed from the capital project listing:

- SCM 18 – Future Planned Residential Development S.W.M. Facility: \$3.63 million
- SCM 2 – Davis Creek Wet Pond: \$5.91 million

With the addition of the 15% allowance, this results in a decrease in the net D.C. capital costs of \$10.98 million. These projects form part of the following line item in Table 5-20 of the Background Study as follows:

Original Project Number	Revised Project Number	Project Name	Change in Net Capital Cost
1	1	Stormwater Management Quality/Quantity Facilities – Residential	(\$10.98 million)

WSP Inc. (in association with Scheckenberger & Associates Ltd.), the consultant undertaking the D.C. analysis for stormwater services has prepared a memo summarizing the above changes. This is provided in Appendix C to this report.

Given the update to the capital project listing, a recalculation of the provision for stormwater credits has been undertaken. As a result, this provision has decreased from \$36.58 million to \$34.90 million.



Original Project Number	Revised Project Number	Project Name	Change in Net Capital Cost
5	5	Provision for Stormwater Credits	(\$1.68 million)

These changes result in a decrease from \$276.18 million to \$263.52 million in the net D.C.-related cost for stormwater facilities within the separate sewer system area.

These refinements result in a decrease to the calculated D.C. for stormwater services in the separate sewer system area. For single & semi-detached dwellings, the D.C. decreases from \$23,541 per unit to \$22,741 per unit. Since the growth-related capital costs for stormwater facilities in the separate sewer system are 100% attributed to the residential sector, there is no impact to the non-residential charge.

## 2.5 Refinements to Services Related to a Highway

---

Based on further review of the capital project listing for services related to a highway, a number of refinements are being made which are discussed in this section. Arcadis Professional Services (Canada) Inc. (Arcadis) is the engineering consultant responsible for the D.C. analysis for services related to a highway. They have prepared a memo summarizing these changes, which is provided in Appendix D to this report. Although high-level details are summarized in the following sections, specific costing changes, listed out by project, can be found in Exhibit 1 of the Arcadis memo.

### 2.5.1 *Non-Growth-Related Road Project*

The following project was determined to be non-growth-related and has been removed from the capital project listing:



Original Project Number	Revised Project Number	Project Name	Change in Net Capital Cost
36	N/A	Golf Links Road – McNiven Road to Kitty Murray Lane	(\$7.78 million)

This results in a net D.C. reduction of \$7.78 million.

### **2.5.2 Road Project Timing Updates**

The timing of certain road projects was updated to support development and better align with updated transportation planning and the phasing of development in the Airport Employment Growth District (A.E.G.D.). The following projects were moved to the 2031-2041 time period:

Original Project Number	Revised Project Number	Project Name	Change in Net Capital Cost
12	12	Dickenson Road – Glancaster Road to Garth Street Extension	(\$26.84 million)*
27	26	Smith Road – Arterial 1N to Airport Boundary	(\$0.60 million)
38	38	Shaver Road – Trustwood to Garner Road	(\$5.36 million)

\*Note: this value includes cumulative impacts with section 2.5.3

Based on the timing of these projects, a 100% post-period benefit deduction was applied, given that these works are no longer anticipated to benefit growth within the current forecast period. As a result, the net growth-related capital cost included in the D.C. calculations has decreased by approximately \$12.5 million.



### **2.5.3 Road Project Segmentation Update**

The following project has been separated into two (2) separate segments/projects:

<b>Original Project Number</b>	<b>Revised Project Number</b>	<b>Project Name</b>	<b>Change in Net Capital Cost</b>
12	12	Dickenson Road – Glancaster Road to Garth Street Extension	(\$26.84 million)*
N/A	13	Dickenson Road – Garth Street Extension to upper James Street	+\$13.63 million

\*Note: this value includes cumulative impacts with section 2.5.2

The timing of the first project is now moved to the 2031-2041 period and is considered to provide a 100% post-period benefit. As a result, this project is not included in the D.C. capital costs, which results in a net capital cost decrease of approximately \$13.2 million.

### **2.5.4 Road Projects Updated Future Pavement Widths**

The future pavement widths for a number of projects have been updated and as a result, the cost estimates have been updated. Based on these changes, the net D.C. capital cost has decreased by approximately \$0.25 million.

### **2.5.5 Road Project Right-of-Way Assumptions and Revised Local Service Policy (L.S.P.) Deductions**

The future right-of-way width assumptions for select projects have been updated to reflect the A.E.G.D. Transportation Master Plan. In general, the future right-of-way road width assumptions have increased for certain A.E.G.D. projects by approximately 6 to 17 metres. In addition, a number of L.S.P. deductions and cost shares have been updated and/or changed and are now reflected as part of the single line-item deduction discussed in Section 2.5.6 of this report. The projects that have been updated are as follows:



Original Project Number	Revised Project Number	Project Name	Change in Net Capital Cost
2	2	Book Road – Southcote Road to Highway 6	+\$0.80 million
3	3	Collector 1E – Collector 6N to Dickenson Road	N/A*
4	4	Arterial 1N – Collector 2N to Dickenson Road/Garth Street Extension:	+\$0.67 million
5	5	Collector 2N – Collector 5W to Arterial 1N	N/A*
9	9	Collector 6E – Collector 6N to Dickenson Road	+4.51 million
10	10	Collector 7N – Collector 5W to Collector 2W	N/A*
14	15	Book Road – Smith Road to Southcote Road	+0.35 million
15	16	Garth Street Extension – Twenty Road to Collector 6N	N/A*
16	17	Garth Street Extension – Collector 6N to Dickenson Road	N/A*
20	21	Smith Road – Garner Road to Hydro Corridor	+\$0.13 million
21	22	Smith Road – Hydro Corridor to Book Road	N/A*
22	23	Smith Road – Book Road to Arterial 1N	N/A*
23	24	Southcote Road – Garner Road to Book Road	(\$22.70 million)
24	25	Upper James Street – Rymal Road to Highway 6 South	N/A*



Original Project Number	Revised Project Number	Project Name	Change in Net Capital Cost
28	29	Airport Road – East Cargo Road to Upper James Street	+\$0.13 million
30	31	Collector 10N – Garner Road to Smith Road	+\$8.17 million
34	35	Collector 1W – Collector 10N to Garner Road	N/A*
50	50	Collector C (Block 2) – Barton Street to Highway 8	+5.64 million
52	52	Collector E (Block 3) – Barton Street to Highway 8	+\$5.06 million
53	53	Collector F (Block 3) – Barton Street to Collector D	+\$1.71 million
64	64	Rymal Road – Dartnall Road to Upper James Street	(\$12.31 million)
65	65	Upper Wellington Street – Limeridge Road to Stone Church Road	(\$0.18 million)
71	71	McNeilly Road – Highway 8 to Barton Street	+\$1,400
72	72	Lewis Road – Highway 8 to Barton Street	+\$750
74	74	Jones Road – Highway 8 to Barton Street	+\$1,400
81	81	Parkside Drive – North Waterdown Drive to Avonsyde Boulevard	(\$4.27 million)

\*Note: no impact on net capital costs as these projects are 100% post-period benefit

The above changes result in a net D.C. capital cost decrease of approximately \$12.26 million.





## **2.5.6 Road Project Updated L.S.P. and Financial Policies**

Through further review of the capital projects included in the D.C. study along with the deductions assumed to be funded by the developers as per the L.S.P., it was determined that further deductions were required. As such, additional deductions totaling \$59 million have been made (inclusive of the L.S.P. deduction revisions noted in section 2.5.5 of this report)

In addition, an amendment to the City's Comprehensive Development Guidelines and Financial Policies has been proposed for Section L.2.4: Value of Land for Road Allowance, as follows:

“Where a Proponent is required to dedicate more than thirteen (13) metres of land to establish a new road allowance width for a residential road, and more than 16m for a non-residential road, measured from the centerline of the road allowance to one side to its ultimate width, the City shall compensate the Proponent for the value of dedicated land beyond 13 metres in width on that side of the road allowance for a residential road, and 16m for a non-residential road, respectively, for the length of the conveyance. For clarity, non-residential roads include those roads that are meant to carry mixed traffic and not solely residential traffic.”

Based on this proposed amendment, additional L.S.P. deductions in the amount of \$4.7 million have been applied to the capital project listing. Note: the associated changes to the L.S.P. are identified in further detail in Section 2.6 of this report.

The above changes result in a total net D.C. capital cost reduction of approximately \$64 million. This is applied to the project listing as a single line-item deduction as follows:

<b>Original Project Number</b>	<b>Revised Project Number</b>	<b>Project Name</b>	<b>Change in Net Capital Cost</b>
N/A	91	Local Share Deduction	(\$64.08 million)

The latter noted amendment to the Financial Policies for Development (and correspondingly the L.S.P.) and the associated D.C. impacts are provided for Council's



consideration. If Council does not approve these changes to the Policies, the associated D.C. rate impacts are provided in Appendix F for further consideration.

### **2.5.7 Additional Major Structures**

Based on the Waterdown Transportation Master Plan, two (2) additional active transportation (A.T.) bridges have been added to the capital list as follows:

<b>Original Project Number</b>	<b>Revised Project Number</b>	<b>Project Name</b>	<b>Change in Net Capital Cost</b>
N/A	102	Margaret Street Active Transportation Bridge	N/A*
N/A	103	Sealey Park Active Transportation Bridge	+\$1.43 million

\*Note: no impact on net capital costs as this project is 100% post-period benefit based on timing

This results in a net capital cost increase of approximately \$1.4 million.

### **2.5.8 Major Structures Timing**

Based on further review by City staff, the timing of the following major structures has been delayed to the 2031 to 2041 period:

<b>Original Project Number</b>	<b>Revised Project Number</b>	<b>Project Name</b>	<b>Change in Net Capital Cost</b>
97	98	Henderson Lift Pedestrian and Cyclist Bridge	(\$3.80 million)
98	99	Hamilton Centre Pedestrian and Cyclist Bridge	(\$1.81 million)
100	101	Dundas Pedestrian and Cyclist Bridge	(\$0.59 million)



Given the updated timing of the projects, a 100% post-period benefit deduction has been applied, resulting in a net D.C. capital cost decrease of approximately \$6.2 million.

### **2.5.9 Updated Major Structures Cost Estimate**

Through further review, an updated cost estimate for the following project has been provided for the Highway 5/6 Interchange from \$49.1 million to \$60.5 million. In addition, the allocation of costs to the Ministry of Transportation has also been updated from \$36.8 million to \$45.5 million:

Original Project Number	Revised Project Number	Project Name	Change in Net Capital Cost
91	92	Highway 5/6 Interchange	+\$2.73 million

These changes have resulted in a net capital cost increase of approximately \$2.7 million.

### **2.5.10 Removal of Duplicate A.T. Projects**

A number of A.T. projects were removed or adjusted to eliminate overlap with road and other A.T. projects. These changes are as follows:

Original Project Number	Revised Project Number	Project Name	Change in Net Capital Cost
136	139	Binbrook Road – Trinity Church to Royal Winter/Binhaven	(\$0.10 million)
219	N/A	Red Hill Pedestrian Crossing – Eugene Street to Glengrove Avenue	N/A*
227	N/A	Strachan Street Trail – James to Ferguson	(\$60,000)



Original Project Number	Revised Project Number	Project Name	Change in Net Capital Cost
249	N/A	Baseline – Lockport to north Service Road	(\$50,000)
252	N/A	Binbrook Road – Fletcher to Binhaven	(\$90,000)
264	N/A	Carlisle – Highway 6 to Wildberry Way	(\$0.5 million)
269	N/A	Chatham Street – Dundurn to Frid	(\$5,000)
282	N/A	Dundas Street East (Highway 5) – Highway 6 to Boundary	(\$0.19 million)
292	289	Ferguson – Charlton to North of Young	(\$3,900)
317	N/A	Governors – Binkley to Lynden	(\$1.79 million)
319	N/A	Greenford – Owen Place to Cromwell	(\$1,100)
320	N/A	Greenford – Cromwell to Kenora	(\$6,600)
323	N/A	Hamilton – Nisbet to Dundas Street East	(\$22,500)
326	N/A	Highbury Drive – Highland Road West to Whitedeer	(\$19,300)
331	N/A	Highway 8 (Stoney Creek) – King Street East to Dewitt	(\$25,700)
344	N/A	John – Charlton Avenue East to St. Josephs	(\$2,900)
359	N/A	Lormont – First Road West to Picardy	(\$10,000)



Original Project Number	Revised Project Number	Project Name	Change in Net Capital Cost
364	N/A	Main – Osler to South of Osler	(\$28,200)
365	N/A	Main – Osler to York	(\$4,600)
368	355	Maple/Mountain Avenue Extension – Lake Avenue South to End	(\$1,400)
377	N/A	Mill – Dundas Street East to Boundary	(\$52,000)
382	N/A	Mountain Brow Boulevard – Mohawk Road East to Mud	(\$11,400)
387	N/A	North Service Road Link (Millen) – North Service Road to Shoreview	(\$3,600)
389	373	Old Mud – Paramount to Cedarville	(\$2,000)
391	N/A	Owen Place – King Street East to Greenford	(\$2,900)
396	N/A	Picardy – Highland Road West to Lormont	(\$9,400)
401	N/A	Queensdale – Skyland to Upper Wellington	(\$2,100)
402	N/A	Raymond – Stonehenge to Garner	(\$24,500)
416	N/A	Scenic – Angela to West of Chateau	(\$34,200)
417	N/A	Scenic – Colquhoun to Garth (via Scenic and Denlow)	(\$3,800)
437	N/A	Terryberry – Private Road to Rymal Road	(\$3,700)



Original Project Number	Revised Project Number	Project Name	Change in Net Capital Cost
447	N/A	White Church Road East – Trinity Church Road to Upper James	N/A*
448	N/A	Whitedeer – Highbury to Rymal Road East	(\$6,500)
458	N/A	York Road Valley Community Centre Park Hydro Corridor Trail – York to Highway 6	(\$1.85 million)
461	N/A	White Church Road West Loop – White Church Road West, East of Carluke to White Church Road West, West of Highway 6	(\$1.18 million)

\*Note: no impact on net capital costs as these projects are 100% post-period benefit

Based on these changes, the net capital cost for services related to a highway has decreased by \$6 million.

### ***2.5.11 A.T. Project Cost Allocation to the L.S.P.***

Further direction was provided by the City on the application of the L.S.P. to A.T. projects. The following projects were impacted:



Original Project Number	Revised Project Number	Project Name	Change in Net Capital Cost
172	175	Grays/Gray – Confederation Park gate to King	+\$22,000
180	183	Hydro Corridor – Barton to Lawrence	+\$0.23 million
182	185	Hydro Corridor – Wilson/Highway 52 to Regional Road 56	(\$1.41 million)
193	196	Limeridge – Garth/Bonaventure to West 5 <sup>th</sup> /Hawkridge	+\$9,800
194	197	Limeridge Mall Hydro Corridor Trail – Mohawk Road to South of Rymal	(\$0.26 million)
230	231	Upper Sherman – Stone Church to Rymal to Miles	(\$33,200)
238	239	White Church Road West Airport Link	+\$0.66 million
245	246	Airport Road – Butter to Miles	+84,600
297	294	First Road East – Highland Road to Ridge Road	N/A*
328	320	Highland Road East – Upper Centennial parkway to East Town Line	N/A*
376	363	Miles – Rymal Road East to Boundary	N/A*
439	417	Twenty Road – Southcote to West of Nebo	N/A*

\*Note 1: no impact on net capital costs as these projects are 100% post-period benefit

This change resulted in a net capital cost decrease of approximately \$0.5 million.



### 2.5.12 A.T. Project Timing Updates

The timing of the following A.T. projects was delayed to the 2031-2041 time period to align with the timing of related road resurfacing projects:

Original Project Number	Revised Project Number	Project Name	Change in Net Capital Cost
170	173	Governor's – Wainwright to Lynden	(\$0.64 million)
254	254	Book Road – Shaver to Fiddler's Green	(\$0.45 million)
267	266	Carluke – Glancaster to Shaver	(\$0.63 million)
272	270	Concession 4 West – Millgrove Sideroad to Highway 6	(\$0.32 million)
273	271	Concession 6 East – Highway 6 to Centre Road	(\$0.50 million)
285	282	Eighth Road Link – Ridge to Boundary	(\$1.16 million)
293	290	Field – Jerseyville Road West to Governor's Road	(\$0.81 million)
297	294	First Road East – Highland Road to Ridge Road	N/A*
299	296	Flamborough Puslinch Townline – Maddaugh Road to Centre	(\$0.38 million)
328	320	Highland Road East – Upper Centennial parkway to East Town Line	N/A*
330	322	Highway 8 (Flamborough) – Boundary to Brock	(\$4.68 million)
332	323	Highway 8 (Stoney Creek) – Fifty to Boundary	(\$0.08 million)





Original Project Number	Revised Project Number	Project Name	Change in Net Capital Cost
341	332	Jerseyville Road West – boundary to East of Paddy Greens	(\$3.29 million)
362	350	Maddaugh Road – Highway 6 to Flamborough Puslinch Townline	(\$0.23 million)
376	363	Miles – Rymal Road East to Boundary	N/A*
379	365	Mineral Springs – Binkley to Sulphur Springs	(\$0.23 million)
383	368	Mud – Eleventh Road East to Boundary	(\$0.19 million)
420	399	Shaver – Garner to Carluke	(\$0.96 million)
426	405	Southcote – Garner to Airport	(\$0.05 million)
429	408	Sulphur Springs – Lovers to Mineral Springs Road	(\$0.26 million)

Note: no impact on D.C. calculation as these projects were considered 100% developer responsibility in the December 21, 2023, Background Study.

Given the updated timing, these projects are now considered to be fully related to growth outside the current forecast period. As a result, these costs of \$14.9 million are no longer included in the net D.C. capital costs.

### **2.5.13 Provisional Post Period Benefit Deduction**

Given the changes to the D.C. capital project listing, the provisional post period benefit deduction has decreased from \$160 million to \$140 million.

### **2.5.14 Summary of Changes**

As a result of these changes, the net D.C.-related cost for services related to a highway has decreased from \$591.87 million to \$477.83 million.



These refinements result in a decrease to the calculated D.C. for services related to a highway. For single & semi-detached dwellings, the D.C. decreases from \$22,539 per unit to \$18,103 per unit. For non-residential development, the D.C. decreases from \$16.28 per sq.ft. to \$13.31 per sq.ft.

## 2.6 Refinements to the Local Service Policy (L.S.P.)

---

Based on further staff review of the existing L.S.P., a change has been proposed to the policy. This change is meant to provide additional clarity for D.C. eligible projects and reflect new standards that have been approved by Council such as the Complete Streets Guidelines (2018) and the A.E.G.D. Transportation Master Plan Update (2023). These changes have been summarized by City staff in Appendix E to this report.

The L.S.P. currently identifies land for all local, collector, and arterial roads (net of applicable oversizing) as direct developer responsibility as per the Financial Policies for Development. Recent approval of the Complete Streets Guidelines and the A.E.G.D. Transportation Master Plan Update have resulted in wider road allowances for non-residential roads, relative to residential roads.

The current Financial Policies for Development does not distinguish between residential and non-residential roads. Given that land for road allowances up to the collector designation is a direct developer contribution, the impact on the D.C. is not proportional for non-residential roads. As such, it is recommended that non-residential roads include a larger base width to be considered local service and that the following language be included in Section E.5.3.1 of the L.S.P. (new text in **underline bold**):

### E.5.3.1.1 Local and Collector Roads (including land)

All Local Roads are the developer's financial responsibility. **For the purposes of D.C. eligibility, the following criteria are applied for Local Roads:**

- **Local Residential – up to 8m width of asphalt driving surface and up to 26m road allowance.**
- **Local Non-Residential – up to 11m of asphalt driving surface and up to 32m of road allowance.**



These proposed changes would result in a net D.C. capital cost reduction of \$4.7 million, as noted in Section 2.5 above.

In addition to the above noted change to the L.S.P., there are a number of minor revisions that are meant to provide additional clarity, however, these do not impact the D.C. rate calculation. These changes are summarized in Appendix E.

## 2.7 Updated Exemption Recommendations

---

As part of this D.C. Background Study process, a review of the discretionary exemptions provided by the City was undertaken. Initial recommendations on changes to the exemption policies were provided for Council's consideration prior to the release of the Background Study. Subsequent to these initial exemption recommendations, in-person and virtual public open houses were undertaken where feedback was received from the development community related to the industrial and downtown Community Improvement Plan Area (C.I.P.A.) exemptions. Based on further review of the proforma/market feasibility analyses, the following revisions are recommended to the proposed discretionary exemptions:

### **Downtown C.I.P.A. Exemption:**

- **Current Policy:** 40% D.C. discount for all development except for office developments, which are subject to a 70% discount.
- **Initial Recommendation:**
  - a. Maintain 40% C.I.P.A. exemption for all non-residential development (standalone and mixed-use) and 70% C.I.P.A. exemption for standalone major office developments (Class A) greater than 20,000 sq.ft. gross floor area; and
  - b. Remove the 40% exemption for C.I.P.A. residential development.
- **Revised Recommendation:**
  - a. Maintain 40% C.I.P.A. exemption for all non-residential development (standalone and mixed-use) and 70% C.I.P.A. exemption for standalone major office developments (Class A) greater than 20,000 sq.ft. gross floor area; and



- b. Reduce D.C. exemption of 40% for residential development to 20%. Thereafter, reduce exemption amount by 5% every year until phased out entirely in five years.

### **Industrial Reduced Rate:**

- **Current Policy:** City-wide 37% discount of current non-residential rate applicable to all industrial developments.
- **Initial Recommendation:**
  - a. Remove reduced rate exemption (i.e., 37% discount) for industrial development.
  - b. Maintain 37% discount for production and artist studios.
- **Revised Recommendation:**
  - a. 37% discount to apply only to industrial developments with primary economic activity identified as manufacturing (employment North American Industry Classification System (N.A.I.C.S.) code 31-33) as well as for production and artist studios.

### **Industrial Building Expansion (Detached Building)**

- **Current Policy:** D.C.s are not applied on new industrial buildings on the same lot as an existing building(s), up to 50% of the combined gross floor area of the existing building(s).
- **Initial Recommendation:** remove industrial expansion (detached) D.C. exemption for all City-wide industrial developments.
- **Revised Recommendation:** modify the exemption so that it applies only to industrial businesses with primary economic activity identified as manufacturing (employment N.A.I.C.S. code 31-33).

In addition to the above revised recommendations, staff have been directed by Council analyze the following additional exemptions/D.C. rates:

- non-profit daycare centres operating under the *Child Care and Early Years Act, 2014*;
- non-profit long term care facilities operating within the meaning of subsection 2 (1) of the *Fixing Long-Term Care Act, 2021*; and



- the D.C. that would be applicable to buildings constructed on municipally owned lands and operated or managed by TradePort International Corporation (TradePort) under the terms of the Airport Lease between the City and TradePort within the Airport Employment Growth District compared to similar airports such as Kitchener and London.

Council has also directed staff to analyze the following scenarios for the first year of the D.C. by-laws:

- Maintain the current City D.C. rates, adjusted for indexing, along with the 40% exemption for Residential development in the downtown C.I.P.A., the 37% exemption for all industrial development, and the 50% expansion exemption for detached industrial expansions; and
- Update the City D.C. rates but maintain the current 40% exemption for residential development in the downtown C.I.P.A., the 37% exemption for all industrial development, and the 50% expansion exemption for detached industrial expansions.

The final recommendations on the above exemptions and scenarios are provided for Council's consideration through staff report FCS23103(b).

## 2.8 Refinements to Wording in Draft D.C. By-laws

---

Based on further discussion with staff and to facilitate interpretation of the D.C. by-laws with respect to the L.S.P., the following refinements are being recommended:

Addition of a definition for Local Service Policies in Section 1 of the by-laws as follows:

***“Local Service Policies”** means the Local Service Policy attached as Appendix E in the Development Charge Background Study.*

Revise Section 18 by capitalizing local service policies to direct the reader back to the definition noted above as follows:

*“Nothing in this By-law prevents Council from requiring, in a condition of an approval or an agreement respecting same under section 51 of the Planning Act or as a condition of consent or an agreement respecting same under section 53*



*of the Planning Act that the owner, at his or her own expense, shall install such local services related to or within a plan of subdivision, as Council may require, in accordance with the City's applicable Local Services Policies in effect at this time."*

These changes will be incorporated into the final draft D.C. by-laws for Council's consideration along with staff recommended exemption policies and clarifying housekeeping edits.

### 3. Overall Changes to the 2024 D.C. Calculations

Based on the changes noted in Section 2, the calculated D.C. (single/semi-detached unit) has decreased as follows:

- City-wide D.C.: decrease from \$41,766 to \$37,330 per unit;
- Urban Area – Combined Sewer System Area D.C.: decrease from \$76,645 to \$71,494 per unit; and
- Urban Area – Separate Sewer System Area D.C.: decrease from \$90,633 to \$84,682 per unit.

With respect to the non-residential charges, the calculated D.C. (per sq.ft. of gross floor area) has decreased as follows:

- City-wide D.C.: decrease from \$20.64 to \$17.67 per sq.ft.
- Urban Area – Combined Sewer System Area D.C.: decrease from \$36.73 to \$33.31 per sq.ft.; and
- Urban Area – Separate Sewer System Area D.C.: decrease from \$41.48 to \$38.06 per sq.ft.

The summary below compares the current charges (as of July 6, 2023), the charges as calculated in the December 21, 2023 D.C. Background Study, and the charges calculated in this addendum report.



Figure 3-1  
City of Hamilton  
D.C. Rate Comparison

Residential (Single Detached) Comparison

Service/Class of Service	Current	Calculated (December 21, 2023 Report)	Calculated (Addendum Report)
<b>Municipal Wide Services/Classes:</b>			
Services Related to a Highway	14,608	22,539	18,103
Public Works	1,092	1,335	1,335
Transit Services	2,600	1,601	1,601
Fire Protection Services	626	1,151	1,151
Policing Services	711	1,018	1,018
Parks and Recreation*	3,518	11,065	11,065
Library Services	1,554	2,061	2,061
Growth Studies**	549	-	-
Long-term Care Services	246	231	231
Child Care and Early Years Programs	21	-	-
Provincial Offences Act Services including By-Law Enforcement	55	52	52
Public Health Services	3	42	42
Ambulance	201	325	325
Waste Diversion	990	346	346
<b>Total Municipal Wide Services/Classes</b>	<b>33,469</b>	<b>41,766</b>	<b>37,330</b>
<b>Water and Wastewater Urban Area Charges</b>			
Wastewater Facilities	5,491	7,125	7,125
Wastewater Linear Services	7,346	10,878	10,630
Water Services	6,466	7,323	6,856
<b>Total Water and Wastewater Urban Area Services</b>	<b>19,303</b>	<b>25,326</b>	<b>24,611</b>
<b>Stormwater Services - Combined Sewer System</b>			
Stormwater Drainage and Control Services	5,355	9,553	9,553
<b>Stormwater Services - Separate Sewer System</b>			
Stormwater Drainage and Control Services	14,192	23,541	22,741
<b>Grand Total - City Wide</b>	<b>33,469</b>	<b>41,766</b>	<b>37,330</b>
<b>Grand Total - Urban Area - Combined Sewer Sytem</b>	<b>58,127</b>	<b>76,645</b>	<b>71,494</b>
<b>Grand Total - Urban Area - Separate Sewer Sytem</b>	<b>66,964</b>	<b>90,633</b>	<b>84,682</b>

\*Parks & Recreation now combined as one D.C. eligible service

\*\*Growth studies are no longer eligible when a new by-law is passed under Bill 23

Note: Rates will be indexed at by-law implementation to 2024\$



Figure 3-2  
City of Hamilton  
D.C. Rate Comparison

Non-Residential (per sq.ft.) Comparison

Service/Class of Service	Current	Calculated (December 21, 2023 Report)	Calculated (Addendum Report)
<b>Municipal Wide Services/Classes:</b>			
Services Related to a Highway	10.92	16.28	13.31
Public Works	0.56	0.80	0.80
Transit Services	1.32	0.96	0.96
Fire Protection Services	0.31	0.69	0.69
Policing Services	0.36	0.61	0.61
Parks and Recreation*	0.16	0.95	0.95
Library Services	0.30	0.18	0.18
Growth Studies**	1.36	-	-
Long-term Care Services	0.28	0.04	0.04
Child Care and Early Years Programs	0.02	-	-
Provincial Offences Act Services including By-Law Enforcement	-	0.03	0.03
Public Health Services	0.02	0.01	0.01
Ambulance	-	0.06	0.06
Waste Diversion	0.02	0.03	0.03
<b>Total Municipal Wide Services/Classes</b>	<b>15.80</b>	<b>20.64</b>	<b>17.67</b>
<b>Water and Wastewater Urban Area Charges</b>			
Wastewater Facilities	2.65	4.53	4.53
Wastewater Linear Services	3.53	6.91	6.75
Water Services	3.10	4.65	4.36
<b>Total Water and Wastewater Urban Area Services</b>	<b>9.28</b>	<b>16.09</b>	<b>15.64</b>
<b>Stormwater Services - Combined Sewer System</b>			
Stormwater Drainage and Control Services	-	-	-
<b>Stormwater Services - Separate Sewer System</b>			
Stormwater Drainage and Control Services	2.93	4.75	4.75
<b>Grand Total - City Wide</b>	<b>15.80</b>	<b>20.64</b>	<b>17.67</b>
<b>Grand Total - Urban Area - Combined Sewer Sytem</b>	<b>25.08</b>	<b>36.73</b>	<b>33.31</b>
<b>Grand Total - Urban Area - Separate Sewer Sytem</b>	<b>28.01</b>	<b>41.48</b>	<b>38.06</b>

\*Parks & Recreation now combined as one D.C. eligible service

\*\*Growth studies are no longer eligible when a new by-law is passed under Bill 23

Note: Rates will be indexed at by-law implementation to 2024\$





## 4. Changes to the Background Study

Based upon the preceding sections, the following revisions are made to the pages within the background study (new pages are appended to this report):

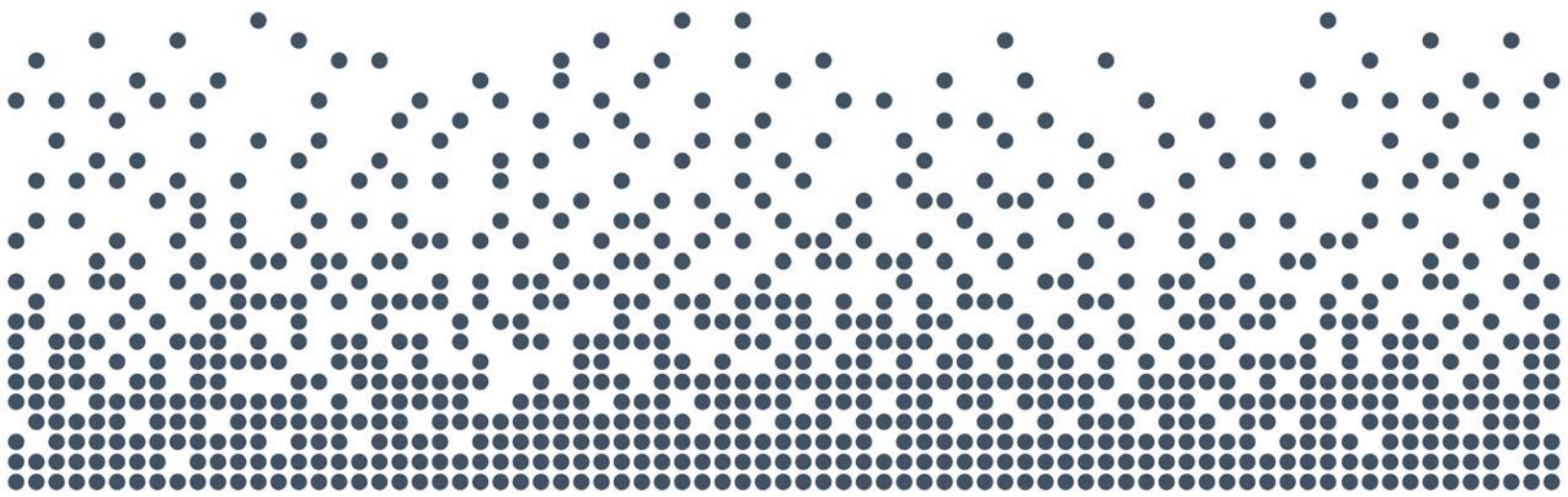
Page Reference	Description of Revisions
ES-v, ES-vi, and ES-viii	Updated the write-up based on the calculated D.C.s, Table ES-2 and Table ES-3.
1-2	Revised Figure 1-1 to include the release of addendum report and update Council consideration of by-law passage date.
5-49 to 5-67	Updated to reflect refinements to the services related to a highway project listing.
5-68, 5-70, 5-72, and 5-73	Updated to reflect refinements to the water and wastewater linear services project listing.
5-77, 5-78, and 5-80	Updated to reflect refinements to stormwater – separate sewer system project listing.
6-4 to 6-6, 6-9 to 6-11	Updated Tables 6-2, 6-3, 6-4, 6-6, and 6-7 to account for the adjustments to the capital needs.
7-5 to 7-12	Updated exemption recommendations and renumbering of pages throughout.
7-13	Updated section 7.5 to reference the addendum report.
Appendix B, page B-59a and B-59b	Updated to include missing page for recreation facilities service standard listing.
Appendix C	Updated the Long-Term Capital and Operating Cost tables.
Appendix E, pages E-19 to E-38	Updates to Local Service Policy and renumbering of pages throughout.
Appendix I	Updated values for the Asset Management Plan calculations and associated table.



It is noted that the draft by-laws (provided under separate cover) will also be revised to reflect the updated D.C. rates, final exemption recommendations, and revised by-law language.

## 5. Process for the Adoption of the Development Charges By-law

Sections 1, 2, 3 & 4 provide a summary of the revisions to the City's D.C. Background Study. If Council are satisfied with the above changes to the Background Study: Addendum Report #1, the recommendations provided in Chapter 7 of the December 21, 2023 report, and the updated by-laws will be considered for approval by Council.



# Appendices



# Appendix A

## Amended Pages



7. On June 13, 2019, the City of Hamilton passed By-law 19-142 under the D.C.A. The by-law imposes D.C.s on residential and non-residential uses. This by-law was amended on July 6, 2021, via By-law 21-102. This by-law was also amended by 19-142-OLT-01 Schedule A and 19-142-OLT-02 Schedule A. This amended by-law will expire on June 13, 2024. The City is undertaking a D.C. public process and anticipates passing a new by-law in advance of the expiry date. The mandatory public meeting has been set for February 22, 2024, with adoption of the by-laws anticipated for April/May 2024.
8. The City's D.C.s currently in effect (excluding GO Transit service charges) for single detached dwelling units are \$58,127 for the combined sewer system and \$66,964 for the separated sewer system. The non-residential charge (excluding GO Transit service charges) per sq.ft. of building area is \$25.08 for the combined sewer system and \$28.01 for the separated sewer system. This report has undertaken a recalculation of the charges based on future identified needs (presented in Table ES-3). It is noted that the costs and calculations undertaken herein are based on 2023 dollars. Charges have been provided on a City-wide basis for all services, excluding water and wastewater, (calculated on an urban service area basis) and stormwater services (calculated on a combined versus separated sewer system area basis). The corresponding single detached unit charge is \$71,494 within the combined sewer system area and \$84,682 in the separated sewer system area. The non-residential charge is \$33.31 per sq.ft. of building area within the combined sewer system area and \$38.06 per sq.ft. of building area within the separated sewer system area. These rates are submitted to Council for its consideration.
9. The D.C.A. requires a summary be provided of the gross capital costs and the net costs to be recovered over the life of the by-laws. This calculation is provided by service and is presented in Table 6-7. A summary of these costs is provided below:



Table ES-2  
Summary of Expenditures Anticipated Over the Life of the By-laws

Summary of Expenditures Anticipated Over the Life of the By-laws	Expenditure Amount
Total gross expenditures planned over the next 10 years	\$4,713,771,389
Less: Benefit to existing development	\$1,162,295,003
Less: Post planning period benefit	\$379,320,827
Less: Other Deductions	\$153,260,402
Less: Grants, subsidies and other contributions	\$631,928,900
<b>Net costs to be recovered from development charges</b>	<b>\$2,386,966,257</b>

This suggests that for the non-D.C. cost over the life of the D.C. by-laws (benefit to existing development, and grants, subsidies and other contributions), approximately \$1.95 billion (or an annual amount of approximately \$194.75 million) will need to be contributed from taxes and rates, or other sources. With respect to the post period benefit amount of \$379.32 million, it will be included in subsequent D.C. study updates to reflect the portion of capital that benefits growth in the post period D.C. forecasts.

Based on the above table, the City plans to spend \$4.71 billion over the life of the by-laws, of which approximately \$2.39 billion (51%) is recoverable from D.C.s. Of this net amount, \$1.90 billion is recoverable from residential development and \$486.82 million from non-residential development. It is noted also that any exemptions or reductions in the charges would reduce this recovery further.

10. Considerations by Council – The Background Study represents the service needs arising from residential and non-residential growth over the forecast periods.

The following services are calculated based on an urban area servicing target forecast:

- Wastewater services; and
- Water services.

The following service is calculated based on a City-wide servicing target forecast:



**Table ES-3  
Schedule of Development Charges**

Service/Class of Service	RESIDENTIAL					NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Other Multiples	Apartments - 2 Bedrooms+	Apartments - Bachelor and 1 Bedroom	Residential Facility	(per sq.ft. of Gross Floor Area)
<b>City Wide Services/Class of Service:</b>						
Services Related to a Highway	18,103	13,512	11,099	6,876	5,636	13.31
Public Works (Facilities and Fleet)	1,335	996	818	507	416	0.80
Transit Services	1,601	1,195	982	608	498	0.96
Fire Protection Services	1,151	859	706	437	358	0.69
Policing Services	1,018	760	624	387	317	0.61
Parks and Recreation	11,065	8,259	6,784	4,203	3,445	0.95
Library Services	2,061	1,538	1,264	783	642	0.18
Long-term Care Services	231	172	142	88	72	0.04
Child Care and Early Years Programs	-	-	-	-	-	0.00
Provincial Offences Act Services including By-Law Enforcement	52	39	32	20	16	0.03
Public Health Services	42	31	26	16	13	0.01
Ambulance	325	243	199	123	101	0.06
Waste Diversion	346	258	212	131	108	0.03
<b>Total City Wide Services/Class of Services</b>	<b>37,330</b>	<b>27,862</b>	<b>22,888</b>	<b>14,179</b>	<b>11,622</b>	<b>17.67</b>
<b>Urban Services</b>						
Wastewater Facilities	7,125	5,318	4,368	2,706	2,218	4.53
Wastewater Linear Services	10,630	7,934	6,517	4,038	3,310	6.75
Water Services	6,856	5,117	4,203	2,604	2,135	4.36
<b>Combined Sewer System</b>						
Stormwater Drainage and Control Services	9,553	7,130	5,857	3,629	2,974	0.00
<b>Separated Sewer System</b>						
Stormwater Drainage and Control Services	22,741	16,974	13,942	8,638	7,080	4.75
<b>GRAND TOTAL RURAL AREA</b>	<b>37,330</b>	<b>27,862</b>	<b>22,888</b>	<b>14,179</b>	<b>11,622</b>	<b>17.67</b>
<b>GRAND TOTAL COMBINED SEWER SYSTEM</b>	<b>71,494</b>	<b>53,361</b>	<b>43,833</b>	<b>27,156</b>	<b>22,259</b>	<b>33.31</b>
<b>GRAND TOTAL SEPARATED SEWER SYSTEM</b>	<b>84,682</b>	<b>63,205</b>	<b>51,918</b>	<b>32,165</b>	<b>26,365</b>	<b>38.06</b>



## 1.2 Summary of the Process

The public meeting required under section 12 of the D.C.A. has been scheduled for February 22, 2024. Its purpose is to present the study to the public and to solicit public input. The meeting is also being held to answer any questions regarding the study's purpose, methodology, and the proposed modifications to the City's D.C.s.

In accordance with the legislation, the Background Study and proposed D.C. by-laws will be available for public review on December 21, 2023.

The process to be followed in finalizing the report and recommendations includes:

- Consideration of responses received prior to, at, or immediately following the public meeting; and
- Finalization of the report and Council consideration of the by-laws subsequent to the public meeting.

Figure 1-1 outlines the proposed schedule to be followed with respect to the D.C. by-laws adoption process.

Figure 1-1  
Schedule of Key D.C. Process Dates for the City of Hamilton

Schedule of Study Milestone	Dates
1. Data collection, staff review, D.C. calculations and policy work	September 2022 to November 2023
2. Development Charges Stakeholders Sub-Committee Meeting	1. April 13, 2023 2. September 18, 2023 3. November 9, 2023
3. Public meeting advertisement placed in Hamilton Spectator and Social Media Outlets	Last week of January 2024
4. Background study and proposed by-laws available to public	December 21, 2023
5. Public Engagement Sessions	January 23 & 24, 2024
6. Public meeting at Audit, Finance & Administration Committee	February 22, 2024
7. Release of Addendum Report	March 28, 2024
8. Audit, Finance & Administration Committee considers adoption of Background Study and passage of by-laws	April/May 2024





With respect to future needs, the services related to a highway program was reviewed by Arcadis (see Appendix H). The total gross capital needs identified is \$1.74 billion. The capital projects include various works related to adding capacity to the highway system, including road improvements/expansions, intersection improvements, additional active transportation corridors and complete street additions and modifications. In addition to capital projects, existing principal and interest (discounted) has been included in the calculations at a total amount of \$20.48 million. Future financing costs have also been included at an assumed term of 15 years and a rate of 4.5%. The total interest costs included is \$22.39 million. Deductions of approximately \$872.08 million have been made for the share of the projects that benefit growth outside the forecast period. This includes a provisional post-period benefit deduction of \$140.00 million to account for the differences in population and employment that were utilized for the transportation review relative to the D.C. study. Additionally, approximately \$139.25 million has been deducted from the calculations to account for the portion of works that would be considered direct developer responsibility or costs that would be shared with the Ministry of Transportation. Furthermore, deductions totalling \$237.78 million have been made to account for the benefit to existing development. An adjustment in the amount of \$53.22 million has been made to account for the balance in the D.C. reserve fund, resulting in a net growth-related amount of \$477.83 million for inclusion in the D.C. calculations.

The residential/non-residential allocation for services related to a highway projects of 73%/27% is based on the growth in population to employment over the service target forecast period. A few projects are allocated between residential and non-residential growth in a different manner, including:

- 1) The existing debt for the Expressway was maintained from the past D.C. studies at 73.3% residential and 26.7% non-residential; and
- 2) Existing debt for previously completed growth-related road projects, as identified in the preceding D.C. study have been maintained at 14% residential and 86% non-residential in order to maintain consistency.



**Table 5-12**  
**Infrastructure Cost Included in the Development Charges Calculation**  
**Services Related to a Highway – Roads and Related Capital Sheet**

Prj. No.	Increased Service Needs Attributable to Anticipated Development  City-Wide Service Target for Services Related to a Highway	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
									Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non-Residential Share 27%
	<b>AEGD</b>												
1	Airport Road - Terminal Access Road to Provident Way/East Cargo Road	2023-2031	0.32	2r-4u	3,789,000	-	-	3,789,000	1,516,000		2,273,000	1,659,290	613,710
2	Book Road - Southcote Road to Highway 6	2023-2031	1.05	2r-5u	11,524,000	-	-	11,524,000	1,729,000		9,795,000	7,150,350	2,644,650
3	Collector 1E - Collector 6N to Dickenson Road	2032-2041	0.67	3u	6,558,000	6,558,000	-	-	-		-	-	-
4	Arterial 1N - Collector 2N to Dickenson Road/Garth Street Extension	2023-2031	2.97	5u	34,917,000	-	-	34,917,000	-		34,917,000	25,489,410	9,427,590
5	Collector 2N - Collector 5W to Arterial 1N	2032-2041	0.42	3u	4,105,000	4,105,000	-	-	-		-	-	-
6	Collector 6N - Upper James Street to Collector 6E	2032-2041	0.95	4u	10,307,000	10,307,000	-	-	-		-	-	-
7	Collector 6N - Collector 6E to Garth Street	2032-2041	0.41	4u	4,524,000	4,524,000	-	-	-		-	-	-
8	Collector 6N - Garth Street to Glancaster Road	2032-2041	1.54	4u	16,775,000	16,775,000	-	-	-		-	-	-
9	Collector 6E - Collector 6N to Dickenson Road	2023-2031	0.64	3u	6,342,000	-	-	6,342,000	-		6,342,000	4,629,660	1,712,340
10	Collector 7N - Collector 5W to Collector 2W	2032-2041	1.19	3u	11,757,000	11,757,000	-	-	-		-	-	-
11	Collector 8W - Garner Road to Collector 5N	2032-2041	1.07	2u	8,302,000	8,302,000	-	-	-		-	-	-
12	Dickenson Road - Glancaster Road to Garth Street Extension	2032-2041	1.53	2r-5u	18,044,000	18,044,000	-	-	-		-	-	-
13	Dickenson Road - Garth Street Extension to Upper James Street	2023-2031	1.36	2r-5u	16,039,000	-	-	16,039,000	2,406,000		13,633,000	9,952,090	3,680,910
14	Dickenson Road Extension - Glancaster Road to Smith Road	2032-2041	0.83	5u	9,447,000	9,447,000	-	-	-		-	-	-
15	Book Road - Smith Road to Southcote Road	2023-2031	0.45	2r-5u	5,344,000	-	-	5,344,000	802,000		4,542,000	3,315,660	1,226,340
16	Garth Street Extension - Twenty Road to Collector 6N	2032-2041	0.81	5u	9,478,000	9,478,000	-	-	-		-	-	-
17	Garth Street Extension - Collector 6N to Dickenson Road	2032-2041	0.66	5u	7,709,000	7,709,000	-	-	-		-	-	-
18	Glancaster Road - Garner Road to Dickenson Road	2023-2031	2.67	2r-3u	23,144,000	-	-	23,144,000	3,472,000		19,672,000	14,360,560	5,311,440
19	Glancaster Road - Dickenson Road to Arterial 1N	2032-2041	0.39	3u-5u	4,606,000	4,606,000	-	-	-		-	-	-
20	Garner Road - Glancaster Road to Highway 6 South	2023-2031	3.12	2r-5u	31,492,000	-	-	31,492,000	4,724,000		26,768,000	19,540,640	7,227,360
21	Smith Road - Garner Road to Hydro Corridor	2023-2031	0.88	3u	8,635,000	-	-	8,635,000	-		8,635,000	6,303,550	2,331,450



**Table 5-12 (Cont'd)**  
**Infrastructure Cost Included in the Development Charges Calculation**  
**Services Related to a Highway – Roads and Related Capital Sheet**

Prj. No.	Increased Service Needs Attributable to Anticipated Development  City-Wide Service Target for Services Related to a Highway	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
									Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non-Residential Share 27%
22	Smith Road - Hydro Corridor to Book Road	2032-2041	1.01	3u	9,946,000	9,946,000	-	-	-	-	-	-	-
23	Smith Road - Book Road to Arterial 1N	2032-2041	0.63	3u	6,167,000	6,167,000	-	-	-	-	-	-	-
24	Southcote Road - Garner Road to Book Road	2032-2041	1.95	2r-5u	23,003,000	23,003,000	-	-	-	-	-	-	-
25	Upper James Street - Rymal Road to Highway 6 South	2032-2041	7.22	4r-6u	96,459,000	96,459,000	-	-	-	-	-	-	-
26	Glancaster Road - Arterial 1N to Airport Boundary	2032-2041	0.48	2u	3,513,000	3,513,000	-	-	-	-	-	-	-
27	Collector 9W - Garner Road to Collector 11N	2032-2041	0.33	2u	2,537,000	2,537,000	-	-	-	-	-	-	-
28	Smith Road - Arterial 1N to Airport Boundary	2032-2041	0.21	3u	2,079,000	2,079,000	-	-	-	-	-	-	-
29	Airport Road - East Cargo Road to Upper James Street	2023-2031	1.08	2r-3u	8,463,000	-	-	8,463,000	3,385,000	-	5,078,000	3,706,940	1,371,060
30	Book Road East - Collector 2W to Glancaster Road	2032-2041	0.85	2r-3u	6,510,000	6,510,000	-	-	-	-	-	-	-
31	Collector 10N - Garner Road to Smith Road	2023-2031	1.17	3u	11,488,000	-	-	11,488,000	-	-	11,488,000	8,386,240	3,101,760
32	Twenty Road - Glancaster Road to Upper James Street	2032-2041	2.90	2r-4u	32,145,000	32,145,000	-	-	-	-	-	-	-
33	Airport Road - Glancaster Road to Terminal Access Road	2023-2031	1.71	2r-2u	15,971,000	-	-	15,971,000	6,389,000	-	9,582,000	6,994,860	2,587,140
34	Collector 11N - Fiddler's Green Road to Collector 9W	2032-2041	0.35	2u	2,725,000	2,725,000	-	-	-	-	-	-	-
35	Collector 1W - Collector 10N to Garner Road	2032-2041	0.39	3u	3,820,000	3,820,000	-	-	-	-	-	-	-
<b>Ancaster</b>													
36	Garner Road - Highway 6 South to Wilson Street	2023-2031	4.86	2r-5u	49,311,000	-	-	49,311,000	7,397,000	-	41,914,000	30,597,220	11,316,780
37	Jerseyville Road - Wilson Street to Lloyminn Avenue	2032-2041	0.79	2r-3u	6,367,000	6,367,000	-	-	-	-	-	-	-
38	Shaver Road - Trustwood to Garner Road	2032-2041	0.74	2r-2i	6,304,000	6,304,000	-	-	-	-	-	-	-
39	McNiven Road - Rousseaux Street/Mohawk Road to Golf Links Road	2023-2031	0.62	2r-3u	4,895,000	-	-	4,895,000	3,916,000	-	979,000	714,670	264,330
40	Jerseyville Road - Lloyminn Avenue to Meadowbrook Drive	2032-2041	1.25	2r-2u	10,165,000	10,165,000	-	-	-	-	-	-	-
<b>Fruitland-Winona</b>													
41	Barton Street - Fruitland Road to Fifty Road	2023-2031	5.11	2r-5u	53,873,000	-	-	53,873,000	21,549,000	-	32,324,000	23,596,520	8,727,480
42	Fifty Road - Barton Street to South Service Road	2023-2031	0.55	2r-4u	5,178,000	-	-	5,178,000	777,000	-	4,401,000	3,212,730	1,188,270



**Table 5-12 (Cont'd)**  
**Infrastructure Cost Included in the Development Charges Calculation**  
**Services Related to a Highway – Roads and Related Capital Sheet**

Prj. No.	Increased Service Needs Attributable to Anticipated Development  City-Wide Service Target for Services Related to a Highway	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
									Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non-Residential Share 27%
43	Fifty Road - Barton Street to Highway 8	2032-2041	0.24	2r-3u	1,834,000	1,834,000	-	-	-	-	-	-	-
44	Gordon Dean Avenue - Barton Street to Highway 8	2023-2031	1.08	4u	11,552,000	-	-	11,552,000	-	-	11,552,000	8,432,960	3,119,040
45	Trinity Road/Highway 52 - Highway 403 Interchange to Cormorant Road	2023-2031	1.79	2r-4u	17,793,000	-	-	17,793,000	2,669,000	-	15,124,000	11,040,520	4,083,480
46	Highway 8 - Dewitt Road to Jones Road	2023-2031	1.73	2r-4u	16,332,000	-	-	16,332,000	6,533,000	-	9,799,000	7,153,270	2,645,730
47	Highway 8 - Jones Road to McNeilly Road	2032-2041	1.73	2r-4u	17,716,000	17,716,000	-	-	-	-	-	-	-
48	Highway 8 - McNeilly Road to Fifty Road	2032-2041	2.67	2r-3u	20,604,000	20,604,000	-	-	-	-	-	-	-
49	Collector B (Block 1) - Fruitland Road to Jones Road	2032-2041	0.89	2u	6,780,000	6,780,000	-	-	-	-	-	-	-
50	Collector C (Block 2) - Barton Street to Highway 8	2023-2031	0.74	2u	5,642,000	-	-	5,642,000	-	-	5,642,000	4,118,660	1,523,340
51	Collector D (Block 3) - McNeilly Road to Collector F	2032-2041	1.25	2u	9,537,000	9,537,000	-	-	-	-	-	-	-
52	Collector E (Block 3) - Barton Street to Highway 8	2023-2031	0.66	2u	5,060,000	-	-	5,060,000	-	-	5,060,000	3,693,800	1,366,200
53	Collector F (Block 3) - Barton Street to Collector D	2023-2031	0.22	2u	1,714,000	-	-	1,714,000	-	-	1,714,000	1,251,220	462,780
54	Fruitland Road - Highway 8 to Barton Street	2023-2031	1.05	2r-3u	8,937,000	-	-	8,937,000	1,341,000	-	7,596,000	5,545,080	2,050,920
55	Fruitland Road - Arvin Avenue to Barton Street	2023-2031	0.36	2u-5u	4,339,000	-	-	4,339,000	651,000	-	3,688,000	2,692,240	995,760
	<b>MTO</b>												
56	Highway 403 - Mohawk Road/Lincoln M. Alexander Parkway to Highway 6 south interchange	2023-2031	0.00	Truck Climbing Lane	4,879,000	-	2,439,000	2,440,000	366,000	-	2,074,000	1,514,020	559,980
	<b>Red Hill Business Park</b>												
57	Dartnall Road - Twenty Road to Dickenson Road	2023-2031	1.55	4u	17,002,000	-	-	17,002,000	-	-	17,002,000	12,411,460	4,590,540
58	Twenty Road Extension - Glover Road to Upper Redhill Valley Parkway	2023-2031	0.35	2i	3,186,000	-	-	3,186,000	-	-	3,186,000	2,325,780	860,220
59	Upper Red Hill Valley Parkway - Rymal Road to Twenty Road	2032-2041	1.22	4u	13,103,000	13,103,000	-	-	-	-	-	-	-
60	Dickenson Road - 350 meters west of Nebo to 330m west of Glover Road	2032-2041	1.20	2r-2i	11,285,000	11,285,000	-	-	-	-	-	-	-
61	Glover Road - Twenty Road to Rymal Road	2023-2031	1.31	2r-2i	11,485,000	-	-	11,485,000	1,723,000	-	9,762,000	7,126,260	2,635,740
62	Nebo Road - Twenty Road to Dickenson Road/Dartnall Road	2023-2031	0.74	2r-2i	6,302,000	-	-	6,302,000	945,000	-	5,357,000	3,910,610	1,446,390



**Table 5-12 (Cont'd)**  
**Infrastructure Cost Included in the Development Charges Calculation**  
**Services Related to a Highway – Roads and Related Capital Sheet**

Prj. No.	Increased Service Needs Attributable to Anticipated Development  City-Wide Service Target for Services Related to a Highway	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
									Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non-Residential Share 27%
63	Nebo Road - Rymal Road to Twenty Road East	2023-2031	1.30	2r-2i	11,086,000	-	-	11,086,000	1,663,000		9,423,000	6,878,790	2,544,210
<b>South Mountain Area</b>													
64	Rymal Road - Dartnall Road to Upper James Street	2023-2031	5.17	2r-5u	56,632,000	-	-	56,632,000	8,495,000		48,137,000	35,140,010	12,996,990
65	Upper Wellington Street - Limeridge Road to Stone Church Road	2023-2031	1.04	2r-3u	12,405,000	-	-	12,405,000	4,962,000		7,443,000	5,433,390	2,009,610
66	Garth Street - Rymal Road to Twenty Road West	2032-2041	1.41	2r-5u	15,963,000	15,963,000	-	-	-		-	-	-
67	Rymal Road - Glanaster Road to Upper Paradise Street	2023-2031	0.55	2r-5u	5,595,000	-	-	5,595,000	839,000		4,756,000	3,471,880	1,284,120
68	West 5th Street - Rymal Road to Stone Church Road	2023-2031	1.01	2r-3u	7,729,000	-	-	7,729,000	3,092,000		4,637,000	3,385,010	1,251,990
<b>Stoney Creek</b>													
69	Arvin Avenue - McNeilly Road to Lewis Road	2023-2031	0.85	2i	7,737,000	-	-	7,737,000	-		7,737,000	5,648,010	2,088,990
70	South Service Road - Lewis Road to Fifty Road	2023-2031	1.79	2r-4r	13,701,000	-	-	13,701,000	2,055,000		11,646,000	8,501,580	3,144,420
71	McNeilly Road - Highway 8 to Barton Street	2023-2031	0.90	2r-2u	7,157,000	-	-	7,157,000	1,074,000		6,083,000	4,440,590	1,642,410
72	Lewis Road - Highway 8 to Barton Street	2023-2031	0.49	2r-2u	3,908,000	-	-	3,908,000	586,000		3,322,000	2,425,060	896,940
73	Glover Road - Highway 8 to Barton Street	2032-2041	0.81	2r-2u	6,259,000	6,259,000	-	-	-		-	-	-
74	Jones Road - Highway 8 to Barton Street	2023-2031	0.92	2r-2u	7,293,000	-	-	7,293,000	1,094,000		6,199,000	4,525,270	1,673,730
75	Jones Road - Barton Street to South Service Road	2023-2031	0.92	2r-2i	8,036,000	-	-	8,036,000	4,018,000		4,018,000	2,933,140	1,084,860
76	Lewis Road - Barton Street to South Service Road	2023-2031	0.87	2r-2i	7,872,000	-	-	7,872,000	3,936,000		3,936,000	2,873,280	1,062,720
77	Millen Road - Barton Street to South Service Road	2023-2031	1.07	2r-2i	9,092,000	-	-	9,092,000	3,637,000		5,455,000	3,982,150	1,472,850
78	South Service Road - Millen Road to Gray Road	2032-2041	1.55	2r-2u	12,006,000	12,006,000	-	-	-		-	-	-
<b>Twenty Road East</b>													
79	Upper Ottawa Street - End to Twenty Road	2032-2041	0.95	4u	10,216,000	10,216,000	-	-	-		-	-	-
<b>Waterdown</b>													
80	North Waterdown Drive - Centre Road to Parkside Drive	2023-2031	1.28	3u	12,465,000	-	-	12,465,000	-		12,465,000	9,099,450	3,365,550
81	Parkside Drive - North Waterdown Drive to Avonsyde Boulevard	2023-2031	1.47	2r-3u	32,320,000	-	-	32,320,000	4,848,000		27,472,000	20,054,560	7,417,440



**Table 5-12 (Cont'd)**  
**Infrastructure Cost Included in the Development Charges Calculation**  
**Services Related to a Highway – Roads and Related Capital Sheet**

Prj. No.	Increased Service Needs Attributable to Anticipated Development  City-Wide Service Target for Services Related to a Highway	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
									Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non-Residential Share 27%
82	North Waterdown Drive - Clappison Avenue Extension to Mosaic Drive	2023-2031	0.59	3u	5,727,000	-	-	5,727,000	-		5,727,000	4,180,710	1,546,290
83	Clappison Avenue Extension - Parkside Drive to North Waterdown Drive	2023-2031	0.54	2u	4,133,000	-	-	4,133,000	-		4,133,000	3,017,090	1,115,910
84	Parkside Drive - Hollybush Drive to Highway 6	2023-2031	1.07	2r-4u	10,267,000	-	-	10,267,000	4,107,000		6,160,000	4,496,800	1,663,200
85	Parkside Drive - Main Street to North Waterdown Drive	2032-2041	0.59	2r-3u	4,533,000	4,533,000	-	-	-	-	-	-	-
<b>Other</b>													
86	Binbrook Road - Fletcher Road to Binhaven Road	2023-2031	0.91	2r-2u	7,297,000	-	-	7,297,000	1,095,000		6,202,000	4,527,460	1,674,540
87	LRT corridor - Centennial Parkway/Main Street/King Street to McMaster University	2023-2031	13.77	Public Realm Improvements	9,990,000	-	-	9,990,000	1,499,000		8,491,000	6,198,430	2,292,570
88	Longwood Road - Aberdeen Avenue to Main Street	2023-2031	0.64	4u	8,193,000	-	-	8,193,000	4,096,000		4,097,000	2,990,810	1,106,190
89	Lincoln M. Alexander Parkway-Red Hill Valley Parkway - Highway 403 to Queen Elizabeth Way	2032-2041	17.30	4r-6u	135,000,000	135,000,000	-	-	-	-	-	-	-
<b>Local Share Deductions</b>													
90	Provision for Local Share of Urbanization (Urbanization Rate)					-	4,685,000	(4,685,000)	-		(4,685,000)	(3,420,050)	(1,264,950)
91	Local Share Deductions					-	64,082,002	(64,082,002)	-		(64,082,002)	(46,779,861)	(17,302,140)
<b>Major Structures</b>													
92	Highway 5/6 Interchange	2023-2031	-	Structure	60,500,000	-	45,500,000	15,000,000	-		15,000,000	10,950,000	4,050,000
93	Mohawk Road - Highway 403 Interchange Ramp	2023-2031	-	Structure	4,042,000	-	-	4,042,000	2,021,000		2,021,000	1,475,330	545,670
94	Centennial Parkway at QEW	2023-2031	-	Interchange Reconfiguration	8,500,000	-	-	8,500,000	4,250,000		4,250,000	3,102,500	1,147,500
95	QEW Off-Ramps at Fifty Road	2023-2031	-	Signalization and Ramp Reconfiguration	4,000,000	-	-	4,000,000	600,000		3,400,000	2,482,000	918,000
96	Strathcona Pedestrian Bridge	2032-2041	-	Structure	31,500,000	31,500,000	-	-	-		-	-	-
97	Limeridge Mall Pedestrian Bridge	2023-2031	-	Structure	6,500,000	-	3,500,000	3,000,000	2,430,000		570,000	416,100	153,900
98	Henderson Lift Pedestrian and Cyclist Bridge	2032-2041	-	Structure	20,000,000	20,000,000	-	-	-		-	-	-
99	Hamilton Centre Pedestrian and Cyclist Bridge	2032-2041	-	Structure	9,500,000	9,500,000	-	-	-		-	-	-
100	Red Hill Pedestrian and Cyclist Bridge	2023-2031	-	Structure	19,000,000	-	-	19,000,000	15,390,000		3,610,000	2,635,300	974,700
101	Dundas Pedestrian and Cyclist Bridge	2032-2041	-	Structure	3,125,000	3,125,000	-	-	-		-	-	-



**Table 5-12 (Cont'd)**  
**Infrastructure Cost Included in the Development Charges Calculation**  
**Services Related to a Highway – Roads and Related Capital Sheet**

Prj. No.	Increased Service Needs Attributable to Anticipated Development  City-Wide Service Target for Services Related to a Highway	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
									Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non-Residential Share 27%
102	Margaret St. Park Active Transportation Bridge	2032-2041	0.00	Structure	5,900,000	5,900,000	-	-	-		-	-	-
103	Sealey Park Active Transportation Bridge	2023-2031	0.00	Structure	7,500,000	-	-	7,500,000	6,075,000		1,425,000	1,040,250	384,750
104	Grade Separation	2023-2031	-	Grade Separation	71,828,000	26,935,000	-	44,893,000	17,957,000		26,936,000	19,663,280	7,272,720
	<b>Programs</b>												
105	New Signals (Pedestrian and/or Regular)	2024-2031	-	City-Wide Program	32,000,000	-	-	32,000,000	1,600,000		30,400,000	22,192,000	8,208,000
106	Development Road Urbanization	2024-2031	-	City-Wide Program	6,500,000	-	-	6,500,000	325,000		6,175,000	4,507,750	1,667,250
107	Street Lighting Enhancement Program	2024-2031	-	City-Wide Program	3,250,000	-	-	3,250,000	2,633,000		617,000	450,410	166,590
108	Pedestrian Crossovers	2024-2031	-	City-Wide Program	1,680,000	-	-	1,680,000	1,361,000		319,000	232,870	86,130
109	Advanced Traffic Management Systems	2024-2031	-	City-Wide Program	6,000,000	-	-	6,000,000	4,500,000		1,500,000	1,095,000	405,000
110	Transit Shelter Expansion Program	2024-2031	-	City-Wide Program	1,200,000	-	-	1,200,000	600,000		600,000	438,000	162,000
111	Bus Stop Shelter Rehabilitation Program	2024-2031	-	City-Wide Program	1,000,000	-	-	1,000,000	850,000		150,000	109,500	40,500
112	New Sidewalk Program	2024-2031	-	City-Wide Program	6,500,000	-	-	6,500,000	-		6,500,000	4,745,000	1,755,000
113	New Traffic Signals	2024-2031	-	City-Wide Program	12,000,000	-	-	12,000,000	600,000		11,400,000	8,322,000	3,078,000
114	New Traffic Signal - Drakes Drive at North Service Road	2024-2031	-	Traffic Signal	350,000	-	-	350,000	18,000		332,000	242,360	89,640
115	New Traffic Signal - Regional Road 20 at Westbrook Road	2024-2031	-	Traffic Signal	350,000	-	-	350,000	18,000		332,000	242,360	89,640
116	New Traffic Signal - Regional Road 56 at Kirk Road	2024-2031	-	Traffic Signal	350,000	-	-	350,000	18,000		332,000	242,360	89,640
117	New Traffic Signal - Fifty Road at North Service Road	2024-2031	-	Traffic Signal	350,000	-	-	350,000	18,000		332,000	242,360	89,640
118	New Traffic Signal - Fruitland Road at North Service Road	2024-2031	-	Traffic Signal	350,000	-	-	350,000	18,000		332,000	242,360	89,640
119	Unidentified intersection improvements (excluding Traffic Signals)	2024-2031	-	City-Wide Program	3,250,000	-	-	3,250,000	2,633,000		617,000	450,410	166,590
120	Annual Bike Parking at B/A Line Stops	2024-2031	-	City-Wide Program	46,000	-	-	46,000	37,000		9,000	6,570	2,430
121	Annual Enhanced Bike Parking at Express Bus/Rapid Transit Stops	2024-2031	-	City-Wide Program	275,000	-	-	275,000	223,000		52,000	37,960	14,040
122	Transportation Demand Management	2024-2031	-	City-Wide Program	4,400,000	-	-	4,400,000	3,564,000		836,000	610,280	225,720
123	Durable Pavement Markings – New Installations	2024-2031	-	City-Wide Program	1,600,000	-	-	1,600,000	240,000		1,360,000	992,800	367,200
124	Traffic Controller Cabinet Replacements (Capacity Related)	2024-2031	-	City-Wide Program	3,200,000	-	-	3,200,000	160,000		3,040,000	2,219,200	820,800
125	Traffic Signal Upgrades	2024-2031	-	City-Wide Program	2,400,000	-	-	2,400,000	120,000		2,280,000	1,664,400	615,600
126	Traffic Signal LED Replacement Program	2024-2031	-	City-Wide Program	1,760,000	-	-	1,760,000	1,760,000		-	-	-
127	Sidewalk Missing Link Program	2024-2031	-	City-Wide Program	2,000,000	-	-	2,000,000	1,620,000		380,000	277,400	102,600
128	Bike Parking	2024-2031	-	City-Wide Program	720,000	-	-	720,000	583,200		136,800	99,864	36,936



**Table 5-12 (Cont'd)**  
**Infrastructure Cost Included in the Development Charges Calculation**  
**Services Related to a Highway – Roads and Related Capital Sheet**

Prj. No.	Increased Service Needs Attributable to Anticipated Development  City-Wide Service Target for Services Related to a Highway	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
									Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non-Residential Share 27%
129	Micromobility	2024-2031	-	City-Wide Program	1,200,000	-	-	1,200,000	972,000		228,000	166,440	61,560
130	Miscellaneous Land Acquisitions	2024-2031	-	City-Wide Program	6,969,500	-	-	6,969,500	348,500		6,621,000	4,833,330	1,787,670
<b>Active Transportation Projects</b>													
131	Barton - Brockley to Fruitland	2024-2031	3.95	Multi-Use Trail	171,400	9,800	-	161,600	138,900		22,700	16,571	6,129
132	Barton - Red Hill Valley to Lake	2024-2031	1.61	Cycle track	326,200	18,600	-	307,600	264,200		43,400	31,682	11,718
133	Baseline/ Lockport - Winona Road to Niagara border	2024-2031	1.15	Bike Lane	32,100	1,800	-	30,300	26,000		4,300	3,139	1,161
134	Battlefield Park - Bruce Trail Link - Greenhill to Bruce Trail to Glover Mtn	2024-2031	0.75	Multi-Use Trail	742,900	42,300	-	700,600	601,800		98,800	72,124	26,676
135	Beach Bike Lane - under QEW	2024-2031	0.24	Bike Lane	9,800	600	-	9,200	7,900		1,300	949	351
136	Beach Boulevard - lift bridge to Woodward/Eastport	2024-2031	4.52	Bike Lane	131,000	7,500	-	123,500	106,100		17,400	12,702	4,698
137	Beddoe Drive Link	2024-2031	0.91	Multi-Use Trail	723,400	41,200	-	682,200	586,000		96,200	70,226	25,974
138	Binbrook Road - Regional Road 56 to Southbrook	2024-2031	0.28	Bike Lane	9,800	600	-	9,200	7,900		1,300	949	351
139	Binbrook Road - Trinity Church to Royal Winter/Binhaven	2024-2031	2.16	Multi-Use Trail	342,900	59,100	146,000	137,800	-		137,800	100,594	37,206
140	Birch/ Holton - Burlington St to Cannon/ King/ Delaware	2024-2031	1.40	Bike Lane	43,200	2,500	-	40,700	35,000		5,700	4,161	1,539
141	Burlington Street East Boulevard Trail - Ottawa to Parkdale to Glow	2024-2031	2.30	Multi-Use Trail	1,463,600	83,400	-	1,380,200	1,185,500		194,700	142,131	52,569
142	Burlington Street Link - Ferguson/ Dock Service Road to Sherman	2024-2031	1.88	Multi-Use Trail	145,000	8,300	-	136,700	117,400		19,300	14,089	5,211
143	Burlington/ Industrial - Sherman to Gage	2024-2031	0.86	Cycle track	138,000	7,900	-	130,100	111,800		18,300	13,359	4,941
144	Centennial Parkway - North Service to GO station/ Kenora	2024-2031	1.20	Multi-Use Trail	217,400	12,400	-	205,000	176,100		28,900	21,097	7,803
145	Centre - Concession 8 E to Concession 7 E	2024-2031	1.80	Paved Shoulder	489,300	124,800	-	364,500	73,400		291,100	212,503	78,597
146	Centre - Grindstone Creek to Concession 5 E	2024-2031	0.45	Paved Shoulder	122,700	31,300	-	91,400	18,400		73,000	53,290	19,710
147	Centre - Warren/ Carlisle Road to Progreston	2024-2031	0.78	Paved Shoulder	210,500	53,700	-	156,800	31,600		125,200	91,396	33,804
148	Charlton/ John - James to Ferguson & St Joseph's Dr	2024-2031	0.80	Bike Lane	117,100	6,700	-	110,400	94,800		15,600	11,388	4,212
149	Chedmac - Southridge to Rice	2024-2031	0.53	Bike Lane	32,100	1,800	-	30,300	26,000		4,300	3,139	1,161
150	Chedoke Rail Trail - Highway 403 to Dundurn	2024-2031	4.68	Multi-Use Trail	2,072,700	118,100	-	1,954,600	1,678,900		275,700	201,261	74,439
151	Cherry Beach Road Link - Millen to Dewitt	2024-2031	0.91	Multi-Use Trail	326,200	18,600	-	307,600	264,200		43,400	31,682	11,718
152	Christie-Tews - Christie C.A. to Harvest	2024-2031	2.75	Multi-Use Trail	1,566,700	399,500	-	1,167,200	235,000		932,200	680,506	251,694
153	Delawana - Kenora to Lake	2024-2031	1.02	Bike Lane	12,500	700	-	11,800	10,200		1,600	1,168	432
154	Devil's Punchbowl Link - Mountain Ave/ Lake Ave to Ridge Road/ Devil's	2024-2031	0.42	Multi-Use Trail	209,100	11,900	-	197,200	169,400		27,800	20,294	7,506
155	Dewitt - Barton to Dundee	2024-2031	0.90	Bike Lane	29,300	1,700	-	27,600	23,700		3,900	2,847	1,053
156	Dewitt - Dundee to Ridge	2024-2031	0.50	Bike Lane	1,045,400	59,600	-	985,800	846,800		139,000	101,470	37,530





**Table 5-12 (Cont'd)**  
**Infrastructure Cost Included in the Development Charges Calculation**  
**Services Related to a Highway – Roads and Related Capital Sheet**

Prj. No.	Increased Service Needs Attributable to Anticipated Development  City-Wide Service Target for Services Related to a Highway	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
									Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non-Residential Share 27%
157	Dundas St - Main to Cootes	2024-2031	0.68	Bike Lane	22,300	1,300	-	21,000	18,100		2,900	2,117	783
158	Dundas St in Waterdown - Highway 6 to Kearns (border)	2024-2031	6.03	Multi-Use Trail	179,800	10,200	-	169,600	145,600		24,000	17,520	6,480
159	East Townline - Mud to Highland	2024-2031	1.10	Bike Lane	18,100	4,600	-	13,500	2,700		10,800	7,884	2,916
160	Eastport Drive Lift Bridge Link	2024-2031	0.60	Multi-Use Trail	2,439,300	139,000	-	2,300,300	1,975,900		324,400	236,812	87,588
161	Edgewood - Safari to Highway 6	2024-2031	0.90	Bike Lane	15,300	4,600	-	10,700	-		10,700	7,811	2,889
162	Emperor - Brigade to Acadia	2024-2031	0.44	Bike Lane	22,300	1,300	-	21,000	18,100		2,900	2,117	783
163	Existing Pipeline Trail - Main to Strathearne	2024-2031	2.20	Multi-Use Trail	6,522,100	371,800	-	6,150,300	5,282,900		867,400	633,202	234,198
164	Fallsview - Sydenham to Rock Chapel Road	2024-2031	1.40	Multi-Use Trail	487,900	146,400	-	341,500	-		341,500	249,295	92,205
165	Fennell Avenue Boulevard Trail - Garth/ West 18th to West 5th	2024-2031	1.20	Multi-Use Trail	574,300	32,700	-	541,600	465,200		76,400	55,772	20,628
166	Ferguson - Young to Charlton	2024-2031	0.21	Bike Lane	2,790	160	-	2,630	2,260		370	270	100
167	Fiddler's Green - Amberly to Carluke	2024-2031	6.77	Bike Lane	29,300	6,200	9,000	14,100	-		14,100	10,293	3,807
168	Fiddler's Green - Jerseyville to Wilson	2024-2031	0.25	Bike Lane	8,400	500	-	7,900	6,800		1,100	803	297
169	First Rd W/Whitedeer/Terryberry & Picardy/ Highbury - Glover Mtn Road/ Ridgeview Dr to Rymal/ Bellagio	2024-2031	4.08	Bike Lane	66,900	3,800	-	63,100	54,200		8,900	6,497	2,403
170	Frances - Grays to Southshore	2024-2031	1.15	Bike Lane	217,400	12,400	-	205,000	176,100		28,900	21,097	7,803
171	Frid/Chatham - Longwood to Dundurn	2024-2031	1.00	Bike Lane	8,400	500	-	7,900	6,800		1,100	803	297
172	Golf Links/ Halson - Wilson to Southcote	2024-2031	1.19	Bike Lane	39,000	2,200	-	36,800	31,600		5,200	3,796	1,404
173	Governor's - Wainwright to Lynden	2032-2041	13.06	Paved Shoulder	908,800	908,800	-	-	-		-	-	-
174	Governor's - Oglivie to Main	2024-2031	0.24	Bike Lane	59,900	3,400	-	56,500	48,500		8,000	5,840	2,160
175	Grays/ Gray - Confederation Park gate to King	2024-2031	3.00	Multi-Use Trail	163,100	9,300	-	153,800	132,100		21,700	15,841	5,859
176	Greenhill - Harrisford to Summercrest	2024-2031	1.94	Bike Lane	105,900	6,000	-	99,900	85,800		14,100	10,293	3,807
177	Greenhill - Summercrest to King	2024-2031	1.20	Bike Lane	65,500	3,700	-	61,800	53,100		8,700	6,351	2,349
178	Hamilton Drive Link	2024-2031	-	Multi-Use Trail	2,759,900	157,300	-	2,602,600	2,235,500		367,100	267,983	99,117
179	Hamilton in Waterdown - Centre/Main to Highway 5/Dundas	2024-2031	1.00	Multi-Use Trail	86,400	4,900	-	81,500	70,000		11,500	8,395	3,105
180	Hamilton-Brantford Rail Trail - Bridlewood Dr to Ewen	2024-2031	4.00	Multi-Use Trail	565,900	32,300	-	533,600	458,400		75,200	54,896	20,304
181	Hatt - Peel to John	2024-2031	0.65	Cycle track	40,400	2,300	-	38,100	32,700		5,400	3,942	1,458
182	Hollybush - Parkside to Dundas St	2024-2031	1.10	Bike Lane	22,300	1,300	-	21,000	18,100		2,900	2,117	783
183	Hydro Corridor - Barton to Lawrence	2024-2031	1.90	Multi-Use Trail	1,743,800	99,400	-	1,644,400	1,412,500		231,900	169,287	62,613
184	Hydro Corridor - Lawrence Avenue to Greenhill Avenue	2024-2031	1.15	Multi-Use Trail	599,400	34,200	-	565,200	485,500		79,700	58,181	21,519



**Table 5-12 (Cont'd)**  
**Infrastructure Cost Included in the Development Charges Calculation**  
**Services Related to a Highway – Roads and Related Capital Sheet**

Prj. No.	Increased Service Needs Attributable to Anticipated Development  City-Wide Service Target for Services Related to a Highway	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
									Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non-Residential Share 27%
185	Hydro Corridor - Wilson/Highway 52 to Regional Road 56	2024-2031	12.70	Multi-Use Trail	10,617,300	-	10,617,300	-	-	-	-	-	-
186	Iroquois Heights to Old Mohawk - Chedoke Rail Trail to Old Mohawk Road	2024-2031	0.85	Multi-Use Trail	443,300	25,300	-	418,000	359,000		59,000	43,070	15,930
187	Jones Road Link	2024-2031	2.67	Multi-Use Trail	309,400	25,600	224,000	59,800	-		59,800	43,654	16,146
188	Karst Escarpment Loop - Pritchard to Mount Albion/Winterberry	2024-2031	0.70	Multi-use Trail	543,600	31,000	-	512,600	440,300		72,300	52,779	19,521
189	Kenora/ Greenford/ Owen - Bancroft to King	2024-2031	2.60	Bike Lane	239,800	13,700	-	226,100	194,200		31,900	23,287	8,613
190	Kentley - Eugene to Kenora	2024-2031	0.40	Signed Bike Route	5,580	320	-	5,260	4,520		740	540	200
191	Kerns Road, Waterdown South Link	2024-2031	-	Multi-Use Trail	1,334,000	76,000	-	1,258,000	1,080,500		177,500	129,575	47,925
192	King in Dundas - Bond to Peel	2024-2031	0.80	Bike Lane	43,200	2,500	-	40,700	35,000		5,700	4,161	1,539
193	King over Red Hill Valley Parkway - Lawrence to Pottruff	2024-2031	0.60	Cycle track	37,600	2,100	-	35,500	30,500		5,000	3,650	1,350
194	Kitty Murray - Garner to Golf Links	2024-2031	2.26	Bike Lane	73,900	4,200	-	69,700	59,800		9,900	7,227	2,673
195	Limeridge - Birchview to Mtn Brow	2024-2031	1.98	Bike Lane	97,600	5,600	-	92,000	79,000		13,000	9,490	3,510
196	Limeridge - Garth/ Bonaventure to West 5th/ Hawkridge	2024-2031	1.37	Bike Lane	73,900	4,200	-	69,700	59,800		9,900	7,227	2,673
197	Limeridge Mall Hydro Corridor Trail - Mohawk Road to South of Rymal	2024-2031	3.80	Multi-Use Trail	1,957,000	-	1,957,000	-	-		-	-	-
198	Lovers Lane - Sulpher Springs to Jerseyville	2024-2031	0.90	Bike Lane	29,300	1,700	-	27,600	23,700		3,900	2,847	1,053
199	Marston - Paramount to Gordon Drummond	2024-2031	0.40	Bike Lane	19,500	1,100	-	18,400	15,800		2,600	1,898	702
200	Meadowbrook	2024-2031	1.00	Bike Lane	22,300	1,300	-	21,000	18,100		2,900	2,117	783
201	Meadowlands/ Raymond - Golf Links to Garner	2024-2031	2.10	Bike Lane	68,300	3,900	-	64,400	55,300		9,100	6,643	2,457
202	Millen - Shoreview to Millen/ Seaman	2024-2031	0.50	Bike Lane	43,200	1,300	20,500	21,400	18,400		3,000	2,190	810
203	Mohawk - Old Mohawk to Upper Paradise	2024-2031	1.83	Bike Lane	65,500	3,700	-	61,800	53,100		8,700	6,351	2,349
204	Montclair/ Central/ Graham/ Frederick	2024-2031	3.80	Signed Bike Route	26,500	1,500	-	25,000	21,500		3,500	2,555	945
205	Mountain Brow Boulevard Trail - Mohawk to Arbour	2024-2031	1.81	Multi-Use Trail	521,300	29,700	-	491,600	422,300		69,300	50,589	18,711
206	Mountain Brow East Path - Rendell to Oakcrest	2024-2031	0.81	Multi-Use Trail	2,174,500	123,900	-	2,050,600	1,761,300		289,300	211,189	78,111
207	Mountain Brow in Waterdown - Mill to Burke to King Road	2024-2031	1.20	Multi-Use Trail	920,000	52,400	-	867,600	745,200		122,400	89,352	33,048
208	Museum of Steam and Tech Link - Woodward to Red Hill Valley Trail	2024-2031	0.75	Multi-Use Trail	846,100	48,200	-	797,900	685,300		112,600	82,198	30,402
209	Nash - Bancroft to King	2024-2031	2.58	Cycle track	140,800	8,000	-	132,800	114,000		18,800	13,724	5,076
210	North Service Road - Bellavista to Baseline	2024-2031	0.98	Bike Lane	32,100	1,800	-	30,300	26,000		4,300	3,139	1,161
211	North Service Road - Dewitt to Lakeview	2024-2031	0.73	Bike Lane	22,300	1,300	-	21,000	18,100		2,900	2,117	783



**Table 5-12 (Cont'd)**  
**Infrastructure Cost Included in the Development Charges Calculation**  
**Services Related to a Highway – Roads and Related Capital Sheet**

Prj. No.	Increased Service Needs Attributable to Anticipated Development  City-Wide Service Target for Services Related to a Highway	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
									Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non-Residential Share 27%
212	Northlawn Avenue Link	2024-2031	1.10	Multi-Use Trail	557,600	142,900	81,000	333,700	-		333,700	243,601	90,099
213	Ogilvie/ Old Ancaster - Hatt/ King to Hamilton-Brantford Rail Trail	2024-2031	0.80	Bike Lane	19,500	1,100	-	18,400	15,800		2,600	1,898	702
214	Old Guelph Road - Paterson to York Bike Lane	2024-2031	3.53	Paved Shoulder	1,264,300	322,400	-	941,900	189,600		752,300	549,179	203,121
215	Old Mud - Mt Albion to Winterberry	2024-2031	0.40	Bike Lane	12,500	700	-	11,800	10,200		1,600	1,168	432
216	Osler/ Main - Hatt/ King to Main + 125m of Main	2024-2031	2.00	Bike Lane	122,700	7,000	-	115,700	99,400		16,300	11,899	4,401
217	Ottawa Street South - Bruce Trail Link	2024-2031	0.39	Multi-Use Trail	956,200	54,500	-	901,700	774,500		127,200	92,856	34,344
218	Proposed Pipeline Trail - Museum of Steam and Technology to Mahoney	2024-2031	2.40	Multi-Use Trail	720,600	41,100	-	679,500	583,700		95,800	69,934	25,866
219	Queensdale - Upper Sherman to Upper Ottawa	2024-2031	1.56	Bike Lane	50,200	2,900	-	47,300	40,600		6,700	4,891	1,809
220	Queensdale - Upper Wellington to Skyland	2024-2031	0.39	Bike Lane	54,400	3,100	-	51,300	44,000		7,300	5,329	1,971
221	Queenston/ Highway 8 - King to Dewitt	2024-2031	1.37	Bike Lane	342,900	19,500	-	323,400	277,700		45,700	33,361	12,339
222	Regional Road 56 - Swayze Road to Cemetery	2024-2031	4.60	Multi-Use Trail	4,347,600	880,000	1,414,200	2,053,400	-		2,053,400	1,498,982	554,418
223	Regional Road 56 south of Kirk - Windwood to Kirk	2024-2031	1.14	Multi-Use Trail	1,087,200	277,200	-	810,000	163,100		646,900	472,237	174,663
224	Ridge Road - Devil Punch Bowl to Dewitt	2024-2031	2.91	Multi-Use Trail	1,087,200	62,000	-	1,025,200	880,700		144,500	105,485	39,015
225	Rousseau/ Mohawk - Wilson to Filman	2024-2031	1.60	Bike Lane	313,600	17,900	-	295,700	254,000		41,700	30,441	11,259
226	Scenic - Chedoke Rail Trail to Upper Paradise	2024-2031	2.27	Bike Lane	37,600	2,100	-	35,500	30,500		5,000	3,650	1,350
227	Scenic/ Denlow - Upper Paradise to Garth	2024-2031	0.95	Bike Lane	15,300	900	-	14,400	12,400		2,000	1,460	540
228	Shaver - Wilson to Garner	2024-2031	0.52	Multi-Use Trail	16,700	1,000	-	15,700	13,500		2,200	1,606	594
229	Stuart Street Rail Link	2024-2031	0.94	Multi-Use Trail	354,100	20,200	-	333,900	286,800		47,100	34,383	12,717
230	Upper James - William Connell Park	2024-2031	0.38	Multi-Use Trail	313,600	17,900	-	295,700	254,000		41,700	30,441	11,259
231	Upper Sherman - Stone Church to Rymal to Miles	2024-2031	1.00	Bike Lane	249,500	-	249,500	-	-		-	-	-
232	Upper Wentworth - Concession to Fennell	2024-2031	1.03	Bike Lane	55,800	3,200	-	52,600	45,200		7,400	5,402	1,998
233	Upper Wentworth - Fennell to East 24th	2024-2031	1.03	Bike Lane	55,800	3,200	-	52,600	45,200		7,400	5,402	1,998
234	Valley Road - Rock Chapel to York Road	2024-2031	1.40	Paved Shoulder	434,900	110,900	-	324,000	65,200		258,800	188,924	69,876
235	Van Wagner's - Beach Bike Lane to Centennial Parkway	2024-2031	2.50	Bike Lane	108,700	6,200	-	102,500	88,100		14,400	10,512	3,888
236	Victoria - Young to Burlington	2024-2031	2.53	Bike Lane	55,800	3,200	-	52,600	45,200		7,400	5,402	1,998
237	Walnut Grove & Sanctuary Park - Walnut Grove/ Ogilvie to Highland Park Dr	2024-2031	0.40	Multi-Use Trail	510,200	29,100	-	481,100	413,200		67,900	49,567	18,333



**Table 5-12 (Cont'd)**  
**Infrastructure Cost Included in the Development Charges Calculation**  
**Services Related to a Highway – Roads and Related Capital Sheet**

Prj. No.	Increased Service Needs Attributable to Anticipated Development  City-Wide Service Target for Services Related to a Highway	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
									Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non-Residential Share 27%
238	Warrington/ South Service/ Lake - Centennial Parkway to Maple	2024-2031	3.86	Multi-Use Trail	108,700	6,200	-	102,500	88,100		14,400	10,512	3,888
239	White Church Road West Airport Link	2024-2031	-	Multi-Use Trail	938,100	281,400	-	656,700	-		656,700	479,391	177,309
240	White Church Road West Link	2024-2031	6.55	Multi-Use Trail	1,833,000	310,300	799,000	723,700	-		723,700	528,301	195,399
241	Wilson in Ancaster - Rousseaux to Halson	2024-2031	0.85	Bike Lane	27,900	1,600	-	26,300	22,600		3,700	2,701	999
242	Winona - Lido/ shore to Peachtree (Helena)	2024-2031	1.97	Multi-Use Trail	64,100	3,700	-	60,400	51,900		8,500	6,205	2,295
243	York Road - Olympic to Valley Road	2024-2031	1.70	Paved Shoulder	609,100	155,300	-	453,800	91,400		362,400	264,552	97,848
244	York Road & York Road at Old Guelph - Valley Road to Highway 6	2024-2031	2.50	Multi-Use Trail	1,997,500	599,200	-	1,398,300	-		1,398,300	1,020,759	377,541
245	Acadia - Emperor to End	2024-2031	0.54	Signed Bike Route	21,700	1,200	-	20,500	17,600		2,900	2,117	783
246	Airport Road - Butter to Miles	2024-2031	6.66	Bike Lane	933,000	36,200	812,000	84,800	-		84,800	61,904	22,896
247	Alma - Sydenham to Queen	2024-2031	0.09	Bike Lane	12,300	700	-	11,600	10,000		1,600	1,168	432
248	Aguasanta - Diconzo to Ascoli	2024-2031	0.09	Signed Bike Route	3,600	200	-	3,400	2,900		500	365	135
249	Baker - Breadalbane to Dundurn	2024-2031	0.14	Signed Bike Route	5,700	300	-	5,400	4,600		800	584	216
250	Winston - Hunter to 413m west of Kelson Ave N	2024-2031	2.06	Bike Lane	289,000	73,700	-	215,300	43,300		172,000	125,560	46,440
251	Bedrock - First Rd W to 300m West of First Rd W	2024-2031	0.33	Bike Lane	45,800	2,600	-	43,200	37,100		6,100	4,453	1,647
252	Bellagio - Fletcher to Terryberry	2024-2031	1.64	Bike Lane	229,400	13,100	-	216,300	185,800		30,500	22,265	8,235
253	Binbrook Road - Southbrook to Boundary	2024-2031	6.02	Paved Shoulder	1,805,400	460,400	-	1,345,000	270,800		1,074,200	784,166	290,034
254	Book Road - Shaver to Fiddler's Green	2032-2041	2.50	Paved Shoulder	751,100	751,100	-	-	-		-	-	-
255	Book Road - Fiddler's Green to Glancaster	2024-2031	3.42	Bike Lane	478,300	3,500	417,500	57,300	49,300		8,000	5,840	2,160
256	Brantdale - West Fifth Street to Upper James	2024-2031	0.42	Signed Bike Route	16,900	1,000	-	15,900	13,700		2,200	1,606	594
257	Bridlewood - Governor's to Highland Park Drive	2024-2031	0.59	Signed Bike Route	23,400	1,300	-	22,100	19,000		3,100	2,263	837
258	Brigade - Upper Wellington to Emperor	2024-2031	0.82	Signed Bike Route	32,700	1,900	-	30,800	26,500		4,300	3,139	1,161
259	Brock - Harvest Road to Highway 8	2024-2031	0.55	Paved Shoulder	164,400	41,900	-	122,500	24,700		97,800	71,394	26,406
260	Brock - Safari to Freelon	2024-2031	4.50	Paved Shoulder	1,351,300	405,400	-	945,900	-		945,900	690,507	255,393
261	Burke - Great Falls Blvd to McKnight Ave E	2024-2031	0.51	Bike Lane	71,700	4,100	-	67,600	58,100		9,500	6,935	2,565
262	Butter - Glancaster to Fiddler's Green	2024-2031	2.21	Bike Lane	309,200	92,700	-	216,500	-		216,500	158,045	58,455
263	Canada - Locke to Queen	2024-2031	0.41	Signed Bike Route	16,400	900	-	15,500	13,300		2,200	1,606	594
264	Carlisle Trail Loop - Centre Road to Border	2024-2031	3.35	Paved Shoulder	1,006,200	256,600	-	749,600	150,900		598,700	437,051	161,649
265	Carlson Street - Highland Road to End	2024-2031	0.11	Signed Bike Route	4,400	300	-	4,100	3,600		500	365	135
266	Carlisle - Glancaster to Shaver	2032-2041	3.53	Paved Shoulder	1,058,200	1,058,200	-	-	-		-	-	-
267	Central - Edgemont to Cochrane	2024-2031	1.54	Signed Bike Route	61,400	3,500	-	57,900	49,800		8,100	5,913	2,187
268	Concession 10 West - Foreman to Freelon	2024-2031	9.28	Signed Bike Route	371,300	111,400	-	259,900	-		259,900	189,727	70,173
269	Concession 11 E - Centre Road to Freelon	2024-2031	2.65	Paved Shoulder	794,400	238,300	-	556,100	-		556,100	405,953	150,147
270	Concession 4 West - Millgrove Sideroad to Highway 6	2032-2041	1.78	Paved Shoulder	532,600	532,600	-	-	-		-	-	-
271	Concession 6 East - Highway 6 to Centre Road	2032-2041	2.79	Paved Shoulder	836,800	836,800	-	-	-		-	-	-
272	Concession 7 West - Boundary to Edgewood Road	2024-2031	18.80	Paved Shoulder	5,640,600	1,692,200	-	3,948,400	-		3,948,400	2,882,332	1,066,068



**Table 5-12 (Cont'd)**  
**Infrastructure Cost Included in the Development Charges Calculation**  
**Services Related to a Highway – Roads and Related Capital Sheet**

Prj. No.	Increased Service Needs Attributable to Anticipated Development  City-Wide Service Target for Services Related to a Highway	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
									Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non-Residential Share 27%
273	Concession 8 West - Middletown to Middletown	2024-2031	0.14	Signed Bike Route	5,800	1,500	-	4,300	900		3,400	2,482	918
274	Concession Street - Mountain Park Ave to Mountain Brow Boulevard	2024-2031	0.51	Bike Lane	71,100	4,100	-	67,000	57,600		9,400	6,862	2,538
275	Confederation Beach Park - Centennial Parkway to West of Gray	2024-2031	1.98	Signed Bike Route	79,300	4,500	-	74,800	64,200		10,600	7,738	2,862
276	Cormorant - Trinity to Shaver	2024-2031	2.46	Bike Lane	344,700	19,600	-	325,100	279,200		45,900	33,507	12,393
277	Culotta - Perrelli to Chudleigh	2024-2031	0.14	Signed Bike Route	5,600	300	-	5,300	4,500		800	584	216
278	Dicenzo Dr - Aquasanta Crescent to South Turn on Dicenzo Drive	2024-2031	0.36	Signed Bike Route	14,200	800	-	13,400	11,500		1,900	1,387	513
279	Dicenzo Dr - Upper Wellington to Trieste	2024-2031	0.20	Signed Bike Route	8,200	500	-	7,700	6,600		1,100	803	297
280	Dundurn - Main to King	2024-2031	0.28	Bike Lane	39,100	2,200	-	36,900	31,700		5,200	3,796	1,404
281	Edgemont - Montclair to Central	2024-2031	0.18	Signed Bike Route	7,200	400	-	6,800	5,800		1,000	730	270
282	Eighth Road Link - Ridge to Boundary	2032-2041	5.51	Paved Shoulder	1,651,600	1,651,600	-	-	-		-	-	-
283	Eleventh - Mud to Green Mountain Road	2024-2031	1.11	Signed Bike Route	44,400	13,300	-	31,100	-		31,100	22,703	8,397
284	Emerson - Whitney to Main	2024-2031	0.65	Bike Lane	91,300	5,200	-	86,100	74,000		12,100	8,833	3,267
285	Empress - Upper James to East Sixth Street	2024-2031	0.71	Signed Bike Route	28,600	1,600	-	27,000	23,100		3,900	2,847	1,053
286	Eugene - Pottruff to Nugent	2024-2031	0.18	Signed Bike Route	7,000	400	-	6,600	5,700		900	657	243
287	Fallsview - Harvest Road to Sydenham	2024-2031	2.47	Signed Bike Route	98,800	29,600	-	69,200	-		69,200	50,516	18,684
288	Ferguson - Dock Service Road to Burlington	2024-2031	0.28	Signed Bike Route	11,100	600	-	10,500	9,000		1,500	1,095	405
289	Ferguson - Young to North of Young	2024-2031	0.05	Bike Lane	7,200	400	-	6,800	5,900		900	657	243
290	Field - Jerseyville Rd W to Governor's Rd	2032-2031	3.88	Paved Shoulder	1,162,700	1,162,700	-	-	-		-	-	-
291	Fifty - Ridge to Cokers	2024-2031	1.51	Paved Shoulder	452,400	115,400	-	337,000	67,900		269,100	196,443	72,657
292	Fifty - Coke to North Service Road	2024-2031	2.24	Bike Lane	314,000	11,600	110,700	191,700	164,600		27,100	19,783	7,317
293	Filman - Wilson St E to End	2024-2031	0.40	Signed Bike Route	16,000	4,800	-	11,200	-		11,200	8,176	3,024
294	First Road East - Highland Road to Ridge Road	2032-2041	3.83	Paved Shoulder	1,149,000	1,149,000	-	-	-		-	-	-
295	First Road West - North End to Highbury Drive	2024-2031	0.10	Bike Lane	14,200	800	-	13,400	11,500		1,900	1,387	513
296	Flamborough Puslinch Tlin - Maddaugh Road to Centre	2032-2041	1.81	Paved Shoulder	542,600	542,600	-	-	-		-	-	-
297	Fleming - North End to York	2024-2031	0.26	Signed Bike Route	10,300	3,100	-	7,200	-		7,200	5,256	1,944
298	Fletcher - Rymal to Pinehill	2024-2031	0.32	Paved Shoulder	96,800	5,500	-	91,300	78,400		12,900	9,417	3,483
299	Foreman - Boundary to Regional Road 97	2024-2031	3.08	Signed Bike Route	123,300	37,000	-	86,300	-		86,300	62,999	23,301
300	Franklin - Parkview to Longwood	2024-2031	0.20	Signed Bike Route	8,000	500	-	7,500	6,500		1,000	730	270



**Table 5-12 (Cont'd)**  
**Infrastructure Cost Included in the Development Charges Calculation**  
**Services Related to a Highway – Roads and Related Capital Sheet**

Prj. No.	Increased Service Needs Attributable to Anticipated Development  City-Wide Service Target for Services Related to a Highway	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
									Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non-Residential Share 27%
301	Frederick - Barton to Roxborough	2024-2031	0.62	Signed Bike Route	24,900	1,400	-	23,500	20,100		3,400	2,482	918
302	Freelton - Concession 11 E to South of Highway 6	2024-2031	0.38	Bike Lane	53,500	16,100	-	37,400	-		37,400	27,302	10,098
303	Fruitland - Highway 8 to North Service Road	2024-2031	2.42	Bike Lane	339,500	8,100	196,900	134,500	115,500		19,000	13,870	5,130
304	Galbraith - Lake Avenue to Galbraith Three-way Intersection	2024-2031	0.52	Signed Bike Route	20,800	1,200	-	19,600	16,900		2,700	1,971	729
305	Garth - Denlow to Fennell	2024-2031	0.14	Paved Multi-Use Recreational Trail	106,700	6,100	-	100,600	86,400		14,200	10,366	3,834
306	Garth St Extension - 20 Rd W to Dickenson Rd W	2024-2031	1.38	Bike Lane	192,800	9,100	32,500	151,200	129,800		21,400	15,622	5,778
307	Glancaster - Carluke to Airport	2024-2031	1.45	Bike Lane	202,900	51,700	-	151,200	30,400		120,800	88,184	32,616
308	Glenfern - Kent to Kent	2024-2031	0.04	Signed Bike Route	1,400	100	-	1,300	1,100		200	146	54
309	Glover - Watercrest to End	2024-2031	0.11	Bike Lane	14,800	800	-	14,000	12,000		2,000	1,460	540
310	Glow - Parkdale to East of Tate	2024-2031	0.63	Signed Bike Route	25,300	1,400	-	23,900	20,500		3,400	2,482	918
311	Golf Club - Woodburn to Westbrook	2024-2031	2.07	Signed Bike Route	82,700	24,800	-	57,900	-		57,900	42,267	15,633
312	Golf Links - Stone Church to Kitty Murray	2024-2031	1.30	Bike Lane	182,300	10,400	-	171,900	147,700		24,200	17,666	6,534
313	Gordon Drummond - Marston to Nordale	2024-2031	0.04	Signed Bike Route	1,700	100	-	1,600	1,400		200	146	54
314	Graham Ave North - Central to Roxborough	2024-2031	0.78	Signed Bike Route	31,200	1,800	-	29,400	25,200		4,200	3,066	1,134
315	Guise - Leander to Catharine	2024-2031	0.54	Bike Lane	76,100	4,300	-	71,800	61,700		10,100	7,373	2,727
316	Gunby - Sadielou to Painter	2024-2031	0.50	Bike Lane	69,500	4,000	-	65,500	56,300		9,200	6,716	2,484
317	Harrison - Kirk to Binbrook Conservation Area Road	2024-2031	1.30	Paved Multi-Use Recreational Trail	975,100	248,700	-	726,400	146,300		580,100	423,473	156,627
318	Harvest - Sydenham to Brock	2024-2031	3.40	Paved Shoulder	1,020,100	260,100	-	760,000	153,000		607,000	443,110	163,890
319	Highland Rd E - Upper Red Hill Valley Pkwy to Winterberry	2024-2031	0.94	Bike Lane	131,500	7,500	-	124,000	106,500		17,500	12,775	4,725
320	Highland Rd E - Upper Centennial Pkwy to E Town Line	2032-2041	10.17	Paved Shoulder	3,051,100	3,051,100	-	-	-		-	-	-
321	Highway 5 West - Dundas St E to Sydenham	2024-2031	3.02	Paved Shoulder	905,700	271,700	-	634,000	-		634,000	462,820	171,180
322	Highway 8 (Flam) - Boundary to Brock	2032-2041	22.30	Paved Shoulder	6,691,300	6,691,300	-	-	-		-	-	-
323	Highway 8 (Sc) - Fifty to Boundary	2032-2041	0.81	Bike Lane	113,400	113,400	-	-	-		-	-	-
324	Holton - King to Delaware	2024-2031	0.57	Signed Bike Route	22,800	1,300	-	21,500	18,500		3,000	2,190	810
325	Holton - King to Wilson	2024-2031	0.18	Bike Lane	25,700	1,500	-	24,200	20,800		3,400	2,482	918
326	Homestead Dr Path - Upper James to 1200m East of Upper James	2024-2031	1.24	Bike Lane	173,400	9,900	-	163,500	140,400		23,100	16,863	6,237
327	Hughson - Cannon to Hunter	2024-2031	0.81	Bike Lane	113,900	6,500	-	107,400	92,300		15,100	11,023	4,077
328	Hunt - Christ the King Elementary School Road to Breadalbane	2024-2031	0.57	Signed Bike Route	22,800	1,300	-	21,500	18,500		3,000	2,190	810
329	Hunter - Locke to Queen	2024-2031	0.41	Signed Bike Route	16,400	900	-	15,500	13,300		2,200	1,606	594
330	Inverness - Tanner to East 8th	2024-2031	0.77	Bike Lane	107,800	6,100	-	101,700	87,300		14,400	10,512	3,888



**Table 5-12 (Cont'd)**  
**Infrastructure Cost Included in the Development Charges Calculation**  
**Services Related to a Highway – Roads and Related Capital Sheet**

Prj. No.	Increased Service Needs Attributable to Anticipated Development  City-Wide Service Target for Services Related to a Highway	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
									Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non-Residential Share 27%
331	Jackson St W - End to Locke St S	2024-2031	0.38	Signed Bike Route	15,200	900	-	14,300	12,300		2,000	1,460	540
332	Jerseyville Rd W - Boundary to East of Paddy Greens	2032-2041	18.45	Paved Shoulder	5,534,000	5,534,000	-	-	-		-	-	-
333	Jerseyville Rd W - West of Shaver to Wilson	2024-2031	3.49	Paved Shoulder	1,046,200	23,300	637,200	385,700	331,300		54,400	39,712	14,688
334	John - Guise to Burlington	2024-2031	0.29	Bike Lane	41,200	2,400	-	38,800	33,400		5,400	3,942	1,458
335	Kay Drage Park Link - Hunt to End	2024-2031	0.55	Signed Bike Route	21,900	1,200	-	20,700	17,700		3,000	2,190	810
336	Kay Drage Park Link - Macklin to End	2024-2031	0.14	Signed Bike Route	5,700	300	-	5,400	4,600		800	584	216
337	King William - James St N to Catharine St N	2024-2031	0.34	Signed Bike Route	13,500	800	-	12,700	10,900		1,800	1,314	486
338	Kirk - Harrison to Highway 56	2024-2031	0.98	Paved Multi-Use Recreational Trail	731,500	186,500	-	545,000	109,700		435,300	317,769	117,531
339	Kirkwall - Regional Road 97 to South of Concession 8 W	2024-2031	2.51	Signed Bike Route	100,300	30,100	-	70,200	-		70,200	51,246	18,954
340	Kirkwall - South of Concession 8 W to Woodhill Rd	2024-2031	5.78	Paved Shoulder	1,735,200	520,600	-	1,214,600	-		1,214,600	886,658	327,942
341	Lafarge 2000 (Middletown Rd) - Concession 6 W to Highway 8	2024-2031	7.91	Signed Bike Route	316,600	80,700	-	235,900	47,500		188,400	137,532	50,868
342	Lafarge 2000 (Middletown Rd/Binkley Rd) - Highway 8 to Mineral Springs Rd	2024-2031	3.57	Paved Shoulder	1,071,000	321,300	-	749,700	-		749,700	547,281	202,419
343	Lamoreaux - Dundurn t N to Strathcona Ave N	2024-2031	0.23	Signed Bike Route	9,100	500	-	8,600	7,400		1,200	876	324
344	Leland - Main to North of Ward	2024-2031	0.29	Signed Bike Route	11,800	700	-	11,100	9,600		1,500	1,095	405
345	Lido - Riviera to Winona	2024-2031	0.39	Signed Bike Route	15,600	900	-	14,700	12,600		2,100	1,533	567
346	Livingstone - Sydenham to Queen	2024-2031	0.11	Bike Lane	15,800	900	-	14,900	12,800		2,100	1,533	567
347	Locke - York Blvd to Barton	2024-2031	0.26	Bike Lane	35,800	2,000	-	33,800	29,000		4,800	3,504	1,296
348	Longwood - Main St W to Frid St	2024-2031	0.40	Bike Lane	55,700	3,200	-	52,500	45,100		7,400	5,402	1,998
349	Macklin St S - King St W to Main St W	2024-2031	0.24	Signed Bike Route	9,500	500	-	9,000	7,700		1,300	949	351
350	Maddaugh Road - Gore to Highway 6	2024-2031	0.95	Signed Bike Route	37,800	11,400	-	26,400	-		26,400	19,272	7,128
351	Maddaugh Road - Highway 6 to Flamborough Puslinch Tlin	2032-2041	1.11	Paved Shoulder	334,400	334,400	-	-	-		-	-	-
352	Maggie Johnson - Tanglewood to Highway 56	2024-2031	0.23	Bike Lane	32,100	1,800	-	30,300	26,000		4,300	3,139	1,161
353	Main St W - Frid to Dundurn St S	2024-2031	0.27	Bike Lane	37,200	2,100	-	35,100	30,100		5,000	3,650	1,350
354	Malton - Christine to Upper James	2024-2031	0.34	Signed Bike Route	13,700	800	-	12,900	11,100		1,800	1,314	486
355	Maple/Mountain Ave Extension - Lake Ave S to Mountain Ave S	2024-2031	0.13	Signed Bike Route	5,300	300	-	5,000	4,300		700	511	189
356	Marion - Dromore to King St W	2024-2031	0.34	Signed Bike Route	13,600	800	-	12,800	11,000		1,800	1,314	486
357	Market - Hatt to MacNab	2024-2031	0.09	Bike Lane	13,000	700	-	12,300	10,500		1,800	1,314	486
358	Market - MacNab to Creighton	2024-2031	0.09	Signed Bike Route	3,600	200	-	3,400	2,900		500	365	135
359	Mayfair - Creighton to Tally Ho	2024-2031	0.31	Signed Bike Route	12,400	700	-	11,700	10,000		1,700	1,241	459
360	McNeilly/8th Road E - Highway 8 to Ridge Road	2024-2031	1.55	Signed Bike Route	62,100	18,600	-	43,500	-		43,500	31,755	11,745



**Table 5-12 (Cont'd)**  
**Infrastructure Cost Included in the Development Charges Calculation**  
**Services Related to a Highway – Roads and Related Capital Sheet**

Prj. No.	Increased Service Needs Attributable to Anticipated Development  City-Wide Service Target for Services Related to a Highway	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
									Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non-Residential Share 27%
361	Middleton Rd - North of Regional Road 97 to Regional Road 97	2024-2031	0.44	Signed Bike Route	17,700	4,500	-	13,200	2,700		10,500	7,665	2,835
362	Middleton Rd - North of Concession 8 W to Safari	2024-2031	2.32	Signed Bike Route	92,600	23,600	-	69,000	13,900		55,100	40,223	14,877
363	Miles - Rymal Rd E to Boundary	2032-2041	10.88	Paved Shoulder	3,265,300	3,265,300	-	-	-		-	-	-
364	Milgrove Sr - Highway 6 N to Highway 5 W	2024-2031	0.71	Paved Shoulder	214,000	54,600	-	159,400	32,100		127,300	92,929	34,371
365	Mineral Springs - Binkley to Sulphur Springs	2032-2041	1.27	Paved Shoulder	381,800	381,800	-	-	-		-	-	-
366	Mount Albion - Lawrence to South of Glen Castle	2024-2031	1.39	Bike Lane	194,300	11,100	-	183,200	157,400		25,800	18,834	6,966
367	Mountain Brow - Concession Street to Rendell	2024-2031	0.27	Bike Lane	37,700	2,100	-	35,600	30,500		5,100	3,723	1,377
368	Mud - Eleventh Road E to Boundary	2032-2041	0.89	Paved Shoulder	266,600	266,600	-	-	-		-	-	-
369	Napier - Queen St N to Bay St N	2024-2031	0.55	Signed Bike Route	22,100	1,300	-	20,800	17,900		2,900	2,117	783
370	Nisbet - Centre Road to Wimberly	2024-2031	0.97	Bike Lane	136,400	7,800	-	128,600	110,500		18,100	13,213	4,887
371	Nordale - Gordon Drummond to End	2024-2031	0.39	Signed Bike Route	15,400	900	-	14,500	12,500		2,000	1,460	540
372	Nugent - Kentley to Eugene	2024-2031	0.13	Signed Bike Route	5,200	300	-	4,900	4,200		700	511	189
373	Old Mud - Upper Mount Albion to Cedarville	2024-2031	0.28	Bike Lane	39,500	2,300	-	37,200	32,000		5,200	3,796	1,404
374	Ottawa - Main to Montclair	2024-2031	0.49	Bike Lane	68,000	3,900	-	64,100	55,100		9,000	6,570	2,430
375	Parkdale Ave - Nikola Tesla Blvd to Glow	2024-2031	0.18	Paved Multi-Use Recreational Trail	138,300	7,900	-	130,400	112,100		18,300	13,359	4,941
376	Pearl - Hunter to Tuckett	2024-2031	0.23	Signed Bike Route	9,400	500	-	8,900	7,600		1,300	949	351
377	Peel St S - King St W to Hatt	2024-2031	0.14	Signed Bike Route	5,800	300	-	5,500	4,700		800	584	216
378	Perrelli - Culotta to Dundas St E	2024-2031	0.11	Signed Bike Route	4,300	200	-	4,100	3,500		600	438	162
379	Picton - Bay St n to Hughson St N	2024-2031	0.39	Signed Bike Route	15,600	900	-	14,700	12,600		2,100	1,533	567
380	Picton - John St N to Ferguson Ave N	2024-2031	0.42	Signed Bike Route	16,800	1,000	-	15,800	13,600		2,200	1,606	594
381	Queen - Alma to Livingstone	2024-2031	0.16	Bike Lane	21,900	1,200	-	20,700	17,700		3,000	2,190	810
382	Queen St S - Hunter to Canada	2024-2031	0.08	Signed Bike Route	3,100	200	-	2,900	2,500		400	292	108
383	Redmond - Rushdale to Stone Church Rd E	2024-2031	0.20	Signed Bike Route	8,000	500	-	7,500	6,500		1,000	730	270
384	Regional Road 20 (Highway 20) - Tapleytown to Woodburn	2024-2031	0.28	Signed Bike Route	11,400	2,900	-	8,500	1,700		6,800	4,964	1,836
385	Regional Road 97 - Kirkwall to Foreman	2024-2031	0.16	Paved Shoulder	47,100	14,100	-	33,000	-		33,000	24,090	8,910
386	Ridge - Dewitt to Boundary	2024-2031	7.05	Paved Shoulder	2,116,200	539,600	-	1,576,600	317,400		1,259,200	919,216	339,984
387	Riley - West of Chudleigh to Braeheid	2024-2031	0.21	Signed Bike Route	8,200	500	-	7,700	6,700		1,000	730	270
388	Riviera Ridge - Bellavista to Lido	2024-2031	0.12	Undefined	58,400	3,300	-	55,100	47,300		7,800	5,694	2,106
389	Rock Chapel - Highway 5 W to Service Road East of Sydenham	2024-2031	1.91	Signed Bike Route	76,400	19,500	-	56,900	11,500		45,400	33,142	12,258
390	Roxborough - Frederick to Graham Ave N	2024-2031	0.05	Signed Bike Route	2,000	100	-	1,900	1,600		300	219	81
391	Rushdale - Southpark to Redmond	2024-2031	0.08	Signed Bike Route	3,100	200	-	2,900	2,600		300	219	81





**Table 5-12 (Cont'd)**  
**Infrastructure Cost Included in the Development Charges Calculation**  
**Services Related to a Highway – Roads and Related Capital Sheet**

Prj. No.	Increased Service Needs Attributable to Anticipated Development  City-Wide Service Target for Services Related to a Highway	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
									Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non-Residential Share 27%
392	Rymal - Upper Paradise to Spadara	2024-2031	0.44	Bike Lane	61,800	3,500	-	58,300	50,000		8,300	6,059	2,241
393	Rymal - Hazelton to West Fifth St	2024-2031	0.77	Bike Lane	108,500	6,200	-	102,300	87,800		14,500	10,585	3,915
394	Sadielou - Hollybush to End	2024-2031	0.42	Bike Lane	59,400	3,400	-	56,000	48,100		7,900	5,767	2,133
395	Santorium - Scenic to Redfern	2024-2031	0.11	Bike Lane	15,400	900	-	14,500	12,400		2,100	1,533	567
396	Scenic - Scenic Dr to Garth St	2024-2031	0.23	Bike Lane	32,600	1,900	-	30,700	26,400		4,300	3,139	1,161
397	Second St N - King St W to North of Brandow	2024-2031	0.14	Signed Bike Route	5,700	300	-	5,400	4,600		800	584	216
398	Shaver - Wilson to Jerseyville Rd W	2024-2031	1.47	Bike Lane	205,200	11,700	-	193,500	166,200		27,300	19,929	7,371
399	Shaver - Garner to Carluke	2032-2041	6.11	Paved Shoulder	1,832,600	1,832,600	-	-	-		-	-	-
400	Sheppard - Sovereign to Fleming	2024-2031	0.10	Signed Bike Route	4,000	1,200	-	2,800	-		2,800	2,044	756
401	Sherman - Delaware to CP Rail Line	2024-2031	0.33	Signed Bike Route	13,200	800	-	12,400	10,700		1,700	1,241	459
402	Skinner - Dundas St E to East of McKnight Ave E	2024-2031	1.39	Bike Lane	195,100	11,100	-	184,000	158,000		26,000	18,980	7,020
403	South Bend - W Second St to Terrace	2024-2031	0.42	Signed Bike Route	16,600	900	-	15,700	13,500		2,200	1,606	594
404	South St W - Oglivie to Osler	2024-2031	0.70	Signed Bike Route	28,100	1,600	-	26,500	22,800		3,700	2,701	999
405	Southcote - Garner to Airport	2032-2041	2.80	Bike Lane	392,400	392,400	-	-	-		-	-	-
406	Southpark - Rushdale Park Trail to Rushdale Dr	2024-2031	0.25	Signed Bike Route	10,000	600	-	9,400	8,100		1,300	949	351
407	St Joseph's - John St S to End	2024-2031	0.29	Signed Bike Route	11,500	700	-	10,800	9,300		1,500	1,095	405
408	Sulphur Springs - Lover's to Mineral Springs Rd	2032-2041	1.47	Paved Shoulder	439,800	439,800	-	-	-		-	-	-
409	Sulphur Springs - Lover's to Wilson St E	2024-2031	1.05	Signed Bike Route	42,100	2,400	-	39,700	34,100		5,600	4,088	1,512
410	Sunnyridge - Wilson St W to Jerseyville Rd W	2024-2031	2.83	Paved Shoulder	850,200	255,100	-	595,100	-		595,100	434,423	160,677
411	Sydenham/Queen/Livingstone/Alma - Hatt to Romar Dr	2024-2031	1.86	Bike Lane	261,000	66,600	-	194,400	39,200		155,200	113,296	41,904
412	Talbot - Melvin to Barton St E	2024-2031	0.19	Signed Bike Route	7,600	400	-	7,200	6,200		1,000	730	270
413	Tally Ho - Mayfair to Overfield	2024-2031	0.22	Signed Bike Route	8,600	500	-	8,100	7,000		1,100	803	297
414	Tanner - Iverness to End	2024-2031	0.05	Signed Bike Route	1,900	100	-	1,800	1,600		200	146	54
415	Tapleytown Rd - Highway 20 E to Highland Rd E	2024-2031	0.83	Signed Bike Route	33,300	8,500	-	24,800	5,000		19,800	14,454	5,346
416	Tradewind - Wilson St W to Cormorant	2024-2031	0.70	Bike Lane	98,600	5,600	-	93,000	79,900		13,100	9,563	3,537
417	Twenty Rd - Southcote to West of Nebo	2024-2031	9.36	Bike Lane	1,310,600	7,700	1,174,700	128,200	110,100		18,100	13,213	4,887
418	Upper Ottawa - Killbride to Mountain Brow Boulevard	2024-2031	5.22	Bike Lane	731,400	41,700	-	689,700	592,500		97,200	70,956	26,244
419	Upper Sherman - Macassa to Limeridge Rd E	2024-2031	1.65	Bike Lane	231,600	13,200	-	218,400	187,600		30,800	22,484	8,316
420	Upper Wellington - S Bend Rd E to Stone Church Rd E	2024-2031	2.40	Bike Lane	336,200	10,900	145,200	180,100	154,700		25,400	18,542	6,858
421	W 18th St - Bendamere to End	2024-2031	0.17	Signed Bike Route	6,700	400	-	6,300	5,500		800	584	216
422	W 5th St - Brantdale to Governors Blvd	2024-2031	0.62	Multi-Use Trail	466,000	26,600	-	439,400	377,400		62,000	45,260	16,740
423	W 5th St - Governors Blvd to Marlowe	2024-2031	1.13	Bike Lane	158,200	9,000	-	149,200	128,100		21,100	15,403	5,697



**Table 5-12 (Cont'd)**  
**Infrastructure Cost Included in the Development Charges Calculation**  
**Services Related to a Highway – Roads and Related Capital Sheet**

Prj. No.	Increased Service Needs Attributable to Anticipated Development  City-Wide Service Target for Services Related to a Highway	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
									Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non-Residential Share 27%
424	Westbrook - End to Golf Club Rd	2024-2031	0.86	Signed Bike Route	34,400	10,300	-	24,100	-	-	24,100	17,593	6,507
425	Wilson in Ancaster - Fiddler's Green to Boundary	2024-2031	10.77	Cycle Track	5,385,100	1,615,500	-	3,769,600	-	-	3,769,600	2,751,808	1,017,792
426	Wimberly - Parkside to Nisbet	2024-2031	0.33	Bike Lane	46,000	2,600	-	43,400	37,200	-	6,200	4,526	1,674
427	Windwood Dr - Bradley to Southbrook Dr	2024-2031	0.70	Bike Lane	97,500	5,600	-	91,900	79,000	-	12,900	9,417	3,483
428	Woodbine Crescent - Jones to Dundurn St N	2024-2031	0.22	Signed Bike Route	8,900	500	-	8,400	7,200	-	1,200	876	324
429	Woodburn - Binbrook Rd E to Highway 20 E	2024-2031	7.56	Signed Bike Route	302,200	77,100	-	225,100	45,300	-	179,800	131,254	48,546
430	Woodhill Rd - Governor's to 800m south of Highway 8	2024-2031	7.05	Signed Bike Route	282,100	84,600	-	197,500	-	-	197,500	144,175	53,325
431	Woodhill Rd - Highway 8 to 800m south of Highway 8	2024-2031	1.04	Paved Shoulder	313,000	93,900	-	219,100	-	-	219,100	159,943	59,157
432	Woodward Ave - Beach Blvd to 100m south of Beach Blvd	2024-2031	0.10	Bike Lane	14,100	800	-	13,300	11,400	-	1,900	1,387	513
433	York - Olympic to Baldwin	2024-2031	2.33	Bike Lane	326,200	18,600	-	307,600	264,200	-	43,400	31,682	11,718
434	Highway 6 - Concession 10 W to Freelon	2024-2031	0.39	Paved Multi-Use Recreational Trail	293,100	87,900	-	205,200	-	-	205,200	149,796	55,404
435	Highway 6 N - Carlisle to Edgewood Road	2024-2031	0.55	Paved Multi-Use Recreational Trail	414,100	124,200	-	289,900	-	-	289,900	211,627	78,273
436	Carlisle Road - Highway 6 to Milborough Townline	2024-2031	5.85	Paved Shoulder	1,756,300	447,800	-	1,308,500	263,400	-	1,045,100	762,923	282,177
437	Concession 5 West - Highway 6N to Moffatt Road	2024-2031	3.01	Paved Shoulder	904,300	230,600	-	673,700	135,600	-	538,100	392,813	145,287
438	Mosaic Dr - Parkside Dr to Highway 6	2024-2031	1.90	Multi-Use Trail	1,425,000	81,200	-	1,343,800	1,154,300	-	189,500	138,335	51,165
	<b>Existing Debt</b>												
439	Debt on Expressway - Principal (discounted) <sup>1</sup>	2023-2025			4,884,212	-	-	4,884,212	-	-	4,884,212	3,580,128	1,304,085
440	Debt on Expressway - Interest (discounted) <sup>1</sup>	2023-2025			254,771	-	-	254,771	-	-	254,771	186,747	68,024
441	Debt on Various Growth-Related Road Projects - Principal (discounted) <sup>2</sup>	2023-2033			14,204,269	-	-	14,204,269	-	-	14,204,269	1,945,985	12,258,285
442	Debt on Various Growth-Related Road Projects - Interest (discounted) <sup>2</sup>	2023-2033			1,141,489	-	-	1,141,489	-	-	1,141,489	156,384	985,105



**Table 5-12 (Cont'd)**  
**Infrastructure Cost Included in the Development Charges Calculation**  
**Services Related to a Highway – Roads and Related Capital Sheet**

Prj. No.	Increased Service Needs Attributable to Anticipated Development  City-Wide Service Target for Services Related to a Highway	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
									Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non-Residential Share 27%
	<b>Other</b>												
443	Provisional Post Period Benefit Deduction					140,000,000		(140,000,000)	-		(140,000,000)	(102,200,000)	(37,800,000)
444	Future Financing Costs - Growth-Related Interest (discounted)	2023-2046			22,388,624	-		22,388,624	-		22,388,624	16,343,696	6,044,929
445	Reserve Fund Adjustment	Reserve			-	-		-	53,219,090		(53,219,090)	(38,849,936)	(14,369,154)
	<b>Total</b>				<b>1,780,156,236</b>	<b>872,076,680</b>	<b>139,250,202</b>	<b>768,829,354</b>	<b>291,002,370</b>	<b>-</b>	<b>477,826,984</b>	<b>339,729,080</b>	<b>138,097,903</b>

<sup>1</sup> Debt on Expressway Issued for 73% Residential portion and 27% Non-Residential portion

<sup>2</sup> Debt on Various Growth-Related Road Projects Issued for 13.7% Residential portion and 86.3% Non-Residential portion



### **5.3.2 Water and Wastewater Services**

GM BluePlan undertook a detailed review of the water and wastewater services required to service growth over the service target forecast period. Details of their work are provided in Appendix F. Table 5-13 provides a high-level summary of GM BluePlan's assessment by area throughout the City. In addition to the capital costs provided, debt obligations and the balance in the City's D.C. reserve funds for water and wastewater services have been included in the summary.

For water services, a total gross cost of \$385.10 million has been identified. Deductions to this amount include \$52.27 million, which has been identified as benefiting existing development, and \$9.54 million, which has been identified as costs that are the direct responsibility of developers as per the City's local service policy. A deduction of \$84.33 million has been made to account for the benefit of these works to growth beyond the forecast period. The surplus in the water D.C. reserve fund of \$67.06 million has also been deducted from the D.C. calculations. The result of these deductions is a net growth-related cost of \$171.90 million, which has been included in the D.C. calculations.

The total program for linear wastewater services, including debt obligations, provides for a gross total of \$369.40 million. From this amount, deductions have been made to recognize works that will benefit growth in the post-service target period of \$32.68 million, works that provide a benefit to existing of \$23.87 million, and direct developer contributions totalling \$10.16 million. A further deduction of \$36.15 million has been made to account for the balance in the D.C. reserve fund. The net growth-related cost for inclusion in the D.C. calculation is \$266.54 million.

For wastewater facilities, as summarized in Table 5-14, the upgrades and expansion to the Woodward Wastewater Treatment Plant include works related to water quality, a plant expansion and a biosolids management facility. The cost of these works totals \$1.06 billion. The City has been successful in receiving \$274.33 million in grant funding from the provincial and federal governments. The capital works will also benefit existing development and, therefore, a deduction of \$367.76 million has been made. The City's wastewater treatment D.C. reserve fund of \$134.57 million has also been deducted from the gross cost of the projects. The net growth-related costs for inclusion in the D.C. calculation is therefore \$178.64 million.



**Table 5-13**  
**City of Hamilton**  
**Summary of Linear Water and Wastewater Programs**

Linear Water and Wastewater Programs	Gross Estimated Cost	Post Period Benefit	Existing Benefit	Direct Developer Contribution	Reserve Fund Balance	Net Growth Related Cost
<b>Water:</b>						
Ancaster Water Distribution System	43,983,000	2,027,000	11,158,000	-		30,798,000
Waterdown Water Distribution System	46,859,000	2,972,000	9,031,000	592,000		34,264,000
Binbrook Water Distribution System	21,400,000	-	3,480,000	718,000		17,202,000
A.E.G.D./Mount Hope Water Distribution System	26,207,000	-	-	5,501,000		20,706,000
Hamilton Mountain Water Distribution System	73,311,000	17,568,000	-	2,010,000		53,733,000
Stoney Creek Upper Water Distribution System	92,629,000	30,759,000	7,273,000	723,000		53,874,000
Stoney Creek Lower Water Distribution System	14,801,000	-	-	-		14,801,000
City Wide Water Distribution System	61,549,500	-	21,325,250	-		40,224,250
Reduction in Development Charges for Local Servicing Cost (Non-Trunk)	(8,000,000)	-	-	-	-	(8,000,000)
Existing Debt (Discounted)	304,338	-	-	-		304,338
New Growth Related Financing (Discounted)	12,053,452	-	-	-		12,053,452
Provisional Post Period Benefit Deduction		31,000,000				(31,000,000)
Reserve Fund Balance					67,062,464	(67,062,464)
<b>Total Water</b>	<b>385,097,290</b>	<b>84,326,000</b>	<b>52,267,250</b>	<b>9,544,000</b>	<b>67,062,464</b>	<b>171,897,576</b>
<b>Wastewater:</b>						-
Ancaster Sanitary Sewage System	1,351,000	-	-	-		1,351,000
Waterdown Sanitary Sewage System	485,000	-	-	359,000		126,000
Binbrook Sanitary Sewage System	2,217,000	-	-	898,000		1,319,000
A.E.G.D./Mount Hope Sanitary Sewage System	48,816,000	-	-	7,598,000		41,218,000
Hamilton Mountain Sanitary Sewage System	119,952,000	11,680,000	-	771,000		107,501,000
Stoney Creek Lower Sanitary Sewage System	86,313,000	8,000,000	235,700	532,000		77,545,300
City Wide Sanitary Sewage System	79,394,000	-	23,632,000	-		55,762,000
Reduction in Development Charges for Local Servicing Cost (Non-Trunk)	(10,000,000)	-	-	-		(10,000,000)
Existing Debt (Discounted)	1,401,961	-	-	-		1,401,961
New Growth Related Financing (Discounted)	39,466,332	-	-	-		39,466,332
Provisional Post Period Benefit Deduction		13,000,000				(13,000,000)
Reserve Fund Balance					36,150,238	(36,150,238)
<b>Total Wastewater</b>	<b>369,396,294</b>	<b>32,680,000</b>	<b>23,867,700</b>	<b>10,158,000</b>	<b>36,150,238</b>	<b>266,540,356</b>
<b>Total Water &amp; Wastewater</b>	<b>754,493,583</b>	<b>117,006,000</b>	<b>76,134,950</b>	<b>19,702,000</b>	<b>103,212,702</b>	<b>438,437,931</b>





**Table 5-16**  
**City of Hamilton**  
**Infrastructure Cost Included in the Development Charges Calculation**  
**Wastewater Linear Services**

Prj.No	Increased Service Needs Attributable to Anticipated Development  Urban Service Area Forecast Target	Timing (year)	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 74%	Non-Residential Share 26%
1	Waterdown Sanitary Sewage System	2023-2027	485,000	-		485,000	-	359,000	126,000	93,240	32,760
2	Ancaster Sanitary Sewage System	2023-2027	1,351,000	-		1,351,000	-	-	1,351,000	999,740	351,260
3	AEGD/Mt. Hope Sanitary Sewage System	2023-2027	25,070,000	-		25,070,000	-	-	25,070,000	18,551,800	6,518,200
4	AEGD/Mt. Hope Sanitary Sewage System	2028-2031	23,746,000	-		23,746,000	-	7,598,000	16,148,000	11,949,520	4,198,480
5	Binbrook Sanitary Sewage System	2023-2027	2,217,000	-		2,217,000	-	898,000	1,319,000	976,060	342,940
6	Hamilton Mountain Sanitary Sewage System	2023-2027	119,848,000	11,680,000		108,168,000	-	771,000	107,397,000	79,473,780	27,923,220
7	Hamilton Mountain Sanitary Sewage System	2028-2031	104,000	-		104,000	-	-	104,000	76,960	27,040
8	Stoney Creek Lower Sanitary Sewage System	2023-2027	86,313,000	8,000,000		78,313,000	235,700	532,000	77,545,300	57,383,522	20,161,778
9	City Wide Sanitary System	2023-2027	42,563,000	-		42,563,000	13,177,000	-	29,386,000	21,745,640	7,640,360
10	City Wide Sanitary System	2028-2031	36,831,000	-		36,831,000	10,455,000	-	26,376,000	19,518,240	6,857,760
11	Reduction in Development Charges for Local Servicing Cost (Non-Trunk)		(10,000,000)	-		(10,000,000)	-	-	(10,000,000)	(7,400,000)	(2,600,000)
12	Existing Debt Principal	2023	1,283,545	-		1,283,545	-		1,283,545	949,823	333,722
13	Existing Debt Interest (Discounted)	2023	118,416	-		118,416	-		118,416	87,628	30,788
14	Financing (Linear) (Interest Discounted)	2023-2051	39,466,332	-		39,466,332	-		39,466,332	29,205,086	10,261,246
15	Provisional Post Period Benefit Deduction		-	13,000,000		(13,000,000)	-		(13,000,000)	(9,620,000)	(3,380,000)
16	Reserve Fund Adjustment	Reserve	-	-		-	36,150,238		(36,150,238)	(26,751,176)	(9,399,062)
	<b>Total</b>		<b>369,396,294</b>	<b>32,680,000</b>	<b>-</b>	<b>336,716,294</b>	<b>60,017,938</b>	<b>10,158,000</b>	<b>266,540,356</b>	<b>197,239,863</b>	<b>69,300,492</b>



## **5.4 Stormwater Capital Costs to Service Growth to the Servicing Target in the Combined and Separate Sewer System Areas**

---

### **5.4.1 Stormwater Drainage and Control Services**

WSP Inc. (WSP) and Scheckenberger & Associates Ltd. (S&A) undertook an assessment of the needs for stormwater management within the serviced areas of the City. Appendix G provides the detailed assessment and allocation of works between existing benefit and growth.

The stormwater D.C. calculation is undertaken on an area-specific basis for the combined sewer system versus the separate sewer system. Certain stormwater works, such as on-site controls are only required in the combined sewer system, given that development of stormwater management ponds is not possible in these areas. This is in contrast to stormwater works in the separate sewer system area where stormwater management ponds are required for development to proceed. As such, the associated stormwater D.C. calculations for these two areas is undertaken on an area-specific basis.

Within the separate sewer system, WSP and S&A have identified \$567.65 million in works required. In addition, outstanding credits in the amount of \$34.90 million have been included in the calculation. Outstanding debt owed to the Ontario Land Corporation is included in the D.C. at an amount of \$1.68 million related to the separated sewer system. Existing debt in the amount of \$1.83 million, in addition to future financing costs of \$19.11 million have also been included in the calculations. The resulting gross cost within the separated sewer system area is \$625.17 million. Of this amount \$38.34 million has been identified as benefiting existing development and \$39.19 million is a benefit to growth beyond the service target forecast period. Furthermore, a deduction of \$150.16 million has been made related to works that are direct developer responsibility. In addition, an adjustment of \$2.58 million has been made to account for the existing reserve fund balance. These deductions result in a net amount of \$394.90 million attributable to growth over the forecast period.

Within the combined sewer system area, WSP and S&A have identified \$13.07 million in future capital works. In addition, \$820,000 of debt owed to the Ontario Land





Corporation has also been identified in the D.C. recoverable costs. Furthermore, future financing costs in the amount of \$560,000 have been included in the D.C. calculations. In addition, \$11.82 million has been included in the D.C. calculations in order to reflect the reserve fund deficit, resulting in a net D.C. recoverable cost of \$26.26 million.

The following is a summary of the gross and net recoverable costs for the separate versus combined system based on WSP and S&A's assessment and all other adjustments.

Table 5-18  
City of Hamilton  
Summary of Capital Costs for the Separate Sewer System Area

Separated Sewer System	Gross Cost (\$)	Net D.C. Recoverable Cost (\$)
Future Capital Works	567,646,990	339,957,490
Reserve Fund Adjustment	-	(2,578,740)
Provision for Stormwater Credits	34,900,003	34,900,003
Outstanding Debt to Ontario Land Corp.	1,676,719	1,676,719
Existing Debt	1,834,711	1,834,711
Future Financing Costs	19,113,145	19,113,145
<b>Total</b>	<b>625,171,568</b>	<b>394,903,328</b>

Table 5-19  
City of Hamilton  
Summary of Capital Costs for the Combined Sewer System Area

Combined Sewer System	Gross Cost (\$)	Net D.C. Recoverable Cost (\$)
Future Capital Works	13,067,900	13,067,900
Reserve Fund Adjustment	11,816,207	11,816,207
Outstanding Debt to Ontario Land Corp.	819,860	819,860
Future Financing Costs	555,277	555,277
<b>Total</b>	<b>26,259,244</b>	<b>26,259,244</b>

The costs for all stormwater services in the separated sewer system area except facilities are shared 73%/27% between residential and non-residential development, based on the benefiting lands associated with the stormwater management works over the service target forecast period.



**Table 5-20**  
**City of Hamilton**  
**Infrastructure Cost Included in the Development Charges Calculation**  
**Stormwater Facilities – Separate Sewer System Area**

Prj.No	Increased Service Needs Attributable to Anticipated Development  Separate Sewer System Service Area Forecast Target	Timing (year)	Gross Capital Cost Estimate (2023\$) - Without Allowance	Gross Capital Cost Estimate (2023\$) - With 15% Allowance	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share  100%	Non-Residential Share  0%
1	Stormwater Management Quality/Quantity Facilities - Residential	2023-2031	187,563,000	215,697,500	-		215,697,500	7,342,000	-	208,355,500	208,355,500	-
2	Provision for Non-Residential Portion of Residential Ponds	2023-2031	(1,476,000)	(1,697,400)	-		(1,697,400)	-		(1,697,400)	(1,697,400)	-
3	Stormwater Management Quality/Quantity Facilities - Non-Residential	2023-2031	150,578,000	173,164,700	-		173,164,700	3,579,600	146,998,400	22,586,700	22,586,700	-
4	Provision for Residential Portion of Non-Residential Ponds	2023-2031	940,100	1,081,100	-		1,081,100	-		1,081,100	1,081,100	-
5	Provision for Stormwater Credits	2023-2031		34,900,003	-		34,900,003	-		34,900,003	34,900,003	-
6	Reserve Fund Adjustment	Reserve					-	1,701,767		(1,701,767)	(1,701,767)	-
	<b>Total</b>		<b>337,605,100</b>	<b>423,145,903</b>	<b>-</b>	<b>-</b>	<b>423,145,903</b>	<b>12,623,367</b>	<b>146,998,400</b>	<b>263,524,136</b>	<b>263,524,136</b>	<b>-</b>



Table 6-3  
City of Hamilton  
Development Charge Calculation  
Area-Specific Services – Water and Wastewater Services (Urban Areas)  
Service Target Forecast (Urban Areas)

SERVICE/CLASS	2023\$ D.C.-Eligible Cost		2023\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.
3. <u>Wastewater Services</u>				
3.1 Wastewater facilities	132,193,009	46,446,192	7,125	4.53
3.2 Wastewater linear services	197,239,863	69,300,492	10,630	6.75
	329,432,872	115,746,685	17,755	11.28
4. <u>Water Services</u>				
4.1 Facilities, storage, and distribution systems	127,204,206	44,693,370	6,856	4.36
	127,204,206	44,693,370	6,856	4.36
<b>TOTAL</b>	<b>\$456,637,078</b>	<b>\$160,440,054</b>	<b>\$24,611</b>	<b>\$15.64</b>
D.C.-Eligible Capital Cost	\$456,637,078	\$160,440,054		
Service Target Forecast (Urban) Gross Population/G.F.A. Growth (sq.ft.)	65,552	10,258,200		
<b>Cost Per Capita/Non-Residential GFA (sq.ft.)</b>	<b>\$6,966.03</b>	<b>\$15.64</b>		
<b><u>By Residential Unit Type</u></b>	<b><u>P.P.U.</u></b>			
Single and Semi-Detached Dwelling	3.533	\$24,611		
Other Multiples	2.637	\$18,369		
Apartments - 2 Bedrooms+	2.166	\$15,088		
Apartments - Bachelor and 1 Bedroom	1.342	\$9,348		
Residential Facility	1.100	\$7,663		



Table 6-4  
City of Hamilton  
Development Charge Calculation  
City-Wide Services  
Service Target Forecast

SERVICE/CLASS	2023\$ D.C.-Eligible Cost		2023\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.
5. <u>Services Related to a Highway</u>	\$	\$	\$	\$
5.1 Roads and Related	339,729,080	138,097,903	18,103	13.31
	339,729,080	138,097,903	18,103	13.31
<b>TOTAL</b>	<b>\$339,729,080</b>	<b>\$138,097,903</b>	<b>\$18,103</b>	<b>\$13.31</b>
D.C.-Eligible Capital Cost	\$339,729,080	\$138,097,903		
Service Target Forecast Gross Population/G.F.A. Growth (sq.ft.)	66,301	10,375,800		
<b>Cost Per Capita/Non-Residential G.F.A. (sq.ft.)</b>	<b>\$5,124.04</b>	<b>\$13.31</b>		
<b><u>By Residential Unit Type</u></b>	<b><u>P.P.U.</u></b>			
Single and Semi-Detached Dwelling	3.533	\$18,103		
Other Multiples	2.637	\$13,512		
Apartments - 2 Bedrooms+	2.166	\$11,099		
Apartments - Bachelor and 1 Bedroom	1.342	\$6,876		
Residential Facility	1.100	\$5,636		



Table 6-6  
City of Hamilton  
Development Charge Calculation  
Total All Services

	2023\$ D.C.-Eligible Cost		2023\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.
	\$	\$	\$	\$
<b>Combined Sewer System Area Services/Classes - Service Target Forecast</b>	26,259,244	-	9,553	-
<b>Separated Sewer System Area Services/Classes - Service Target Forecast</b>	359,430,946	35,472,382	22,741	4.75
<b>Urban-wide Services/Classes - Service Target Forecast</b>	456,637,078	160,440,054	24,611	15.64
<b>City-wide Services/Classes - Service Target Forecast</b>	339,729,080	138,097,903	18,103	\$13.31
<b>City-wide Services/Classes 10 Year</b>	487,768,391	68,069,930	19,227	\$4.36
<b>TOTAL COMBINED SEWER SYSTEM AREA</b>	<b>\$1,310,393,794</b>	<b>\$366,607,888</b>	<b>\$71,494</b>	<b>\$33.31</b>
<b>TOTAL SEPARATED SEWER SYSTEM AREA</b>	<b>\$1,643,565,496</b>	<b>\$402,080,269</b>	<b>\$84,682</b>	<b>\$38.06</b>



**Table 6-7**  
**City of Hamilton**  
**Gross Expenditures and Sources of Revenue Summary for Costs to be Incurred over the Life of the By-laws**

Service/Class	Total Gross Cost	Sources of Financing					
		Tax Base or Other Non-D.C. Source			Post D.C. Period Benefit	D.C. Reserve Fund	
		Other Deductions	Benefit to Existing	Other Funding		Residential	Non-Residential
	\$	\$	\$	\$	\$	\$	
1. Stormwater Drainage and Control Services (Combined Sewer System)							
1.1 Stormwater Facilities	13,067,900	0	0	0	0	13,067,900	0
2. Stormwater Drainage and Control Services (Separated Sewer System)							
2.1 Channels and drainage	179,401,090	0	27,413,600	3,162,500	39,193,400	80,031,061	29,600,529
2.2 Residential ponds	388,245,900	0	10,921,600	146,998,400	0	230,325,900	0
3. Wastewater Services							
3.1 Wastewater facilities	1,056,704,000	0	367,764,100	274,326,000	101,409,000	231,771,626	81,433,274
3.2 Wastewater linear services	338,528,000	0	23,867,700	10,158,000	19,680,000	210,768,502	74,053,798
4. Water Services							
4.1 Facilities, storage, and distribution systems	380,739,500	0	52,267,250	9,544,000	53,326,000	196,545,665	69,056,585
5. Services Related to a Highway							
5.1 Roads and Related	1,050,006,370	139,250,202	237,783,280	0	44,800,180	458,566,077	169,606,631
6. Public Works (Facilities and Fleet)							
6.1 Facilities, vehicles and equipment	57,000,000	0	0	0	0	41,610,000	15,390,000
7. Fire Protection Services							
7.1 Fire facilities, vehicles and equipment	79,720,533	0	9,270,500	0	29,871,933	29,622,013	10,956,087
8. Policing Services							
8.1 Facilities, vehicles and equipment, small equipment and gear	41,742,300	0	3,587,500	0	9,127,800	21,189,710	7,837,290
9. Transit Services							
9.1 Transit facilities, vehicles and other infrastructure	474,786,600	0	232,129,100	183,000,000	28,391,300	22,824,326	8,441,874



Table 6-7 (Cont'd)  
City of Hamilton

Gross Expenditure and Sources of Revenue Summary for Costs to be Incurred over the Life of the By-laws

Service/Class	Total Gross Cost	Sources of Financing					
		Tax Base or Other Non-D.C. Source			Post D.C. Period Benefit	D.C. Reserve Fund	
		Other Deductions	Benefit to Existing	Other Funding		Residential	Non-Residential
10. Parks and Recreation 10.1 Park development, amenities, trails, equipment and recreation facilities	384,828,295	0	72,554,573	0	21,958,614	275,799,354	14,515,755
11. Library Services 11.1 Library facilities, materials and vehicles	117,582,900	0	42,635,300	0	19,682,600	52,501,750	2,763,250
12. Long-term Care Services 12.1 Facilities	81,000,000	0	62,090,000	4,740,000	0	12,753,000	1,417,000
13. Child Care and Early Years Programs 13.1 Facilities	0	0	0	0	0	0	0
14. Public Health Services 14.1 Facilities, vehicles and equipment	2,100,000	0	0	0	0	1,890,000	210,000
15. Provincial Offences Act Services including By-Law Enforcement 15.1 Facilities	0	0	0	0	0	0	0
16. Ambulance 16.1 Ambulance facilities, vehicles and equipment	29,290,000	0	9,000,000	0	11,880,000	7,569,000	841,000
17. Waste Diversion 17.1 Waste diversion facilities, vehicles, equipment and other	39,028,000	14,010,200	11,010,500	0	0	13,306,935	700,365
<b>Total Expenditures &amp; Revenues</b>	<b>\$4,713,771,389</b>	<b>\$153,260,402</b>	<b>\$1,162,295,003</b>	<b>\$631,928,900</b>	<b>\$379,320,827</b>	<b>\$1,900,142,818</b>	<b>\$486,823,439</b>



- One additional unit or 1% of existing units in an existing rental residential building;
- A university in Ontario that receives direct, regular, and ongoing operating funding from the Government of Ontario;
- Affordable units and attainable units (to be in force at a later date);
- Affordable inclusionary zoning units;
- Non-profit housing; and
- Discount for rental housing units based on bedroom size (i.e., three or more bedrooms – 25% reduction, two bedrooms – 20% reduction, and all others – 15% reduction).

The following non-statutory exemption recommendations were developed through Exemptions and Policies – 2024 Development Charges Background Study and By-law Update (FCS23103). These exemption policies are based on the recommendations approved by the Development Charges Stakeholders Sub-Committee on November 9, 2023:

## 2. Recommended Non-statutory exemptions:

- Adaptive reuse of a protected heritage property;
- Agricultural uses;
- Places of worship;
- A building, or part thereof, used for parking but excluding a building or part thereof used for commercial parking; and
- Temporary buildings or structures.

## 3. Recommended Partial non-statutory exemptions

- A 40% downtown CIPA exemption for all non-residential development (standalone and mixed-use) and 70% downtown CIPA exemption for standalone major office developments (Class A) greater than 20,000 sq.ft. G.F.A. This exemption is limited to building height restrictions set by Council. Note, this partial exemption shall only apply if the amount of the exemption is greater than the exemption/reduction provided through any other non-statutory exemptions;
- A 37% discount for Production Studios and Artist Studios;





- Non-industrial developments within a CIPA or BIA and for office development (excluding medical clinics) is to be phased as follows:
  - First 5,000 sq.ft.: 50% of charge
  - Second 5,000 sq.ft.: 75% of charge
  - 10,000+ sq.ft.: 100% of charge
- The initial 5,000 sq.ft. of G.F.A. of an office development expansion (medical clinics excluded) are D.C. exempt;
- Redevelopment of an existing residential development for the purposes of creating residential facilities within the existing building envelope is exempt from 50% of the D.C.

Subsequent to Council's approval of these recommendations, public open houses were undertaken where feedback was received from the development community related to the industrial and downtown C.I.P.A. exemptions. Based on further review of the proforma/market feasibility analyses, the following revisions are recommended to the proposed discretionary exemptions:

- Downtown C.I.P.A. Exemption:
  - Maintain 40% C.I.P.A. exemption for all non-residential development (standalone and mixed-use) and 70% C.I.P.A. exemption for standalone major office developments (Class A) greater than 20,000 sq.ft. gross floor area; and
  - Reduce D.C. exemption of 40% for residential development to 20%. Thereafter, reduce exemption amount by 5% every year until phased out entirely in five years.
- Industrial Reduced Rate:
  - 37% discount to apply only to industrial developments with primary economic activity identified as manufacturing (employment North American Industry Classification System (N.A.I.C.S.) code 31-33) as well as for production and artist studios.
- Industrial Building Expansion (Detached Building):
  - Modify the exemption so that it applies only to industrial businesses with primary economic activity identified as manufacturing (employment N.A.I.C.S. code 31-33).



Further exemptions and/or discounts are being considered by Council through the public process.

### **7.3.5 Phasing in**

As required by Bill 23, the calculated D.C. will be phased-in over a five-year period as follows:

- Year 1 – 80% of the maximum charge;
- Year 2 – 85% of the maximum charge;
- Year 3 – 90% of the maximum charge;
- Year 4 – 95% of the maximum charge; and
- Year 5 to expiry – 100% of the maximum charge.

### **7.3.6 Transition Policy**

Where Section 26.2 of the D.C.A. does not apply, the D.C. rates payable are the rates in effect on the date a complete building permit application is received and accepted by the City's Chief Building Official, provided that the permit is issued within six months of the effective date of the first D.C. rate increase following said building permit application.

### **7.3.7 Deferral Policies**

The following deferral policies are proposed to continue:

- Environmental, Remediation, and Site Enhancement (ERASE) Deferral Agreement Policy: if a development has been approved for an ERASE Redevelopment Grant, the General Manager of Finance and Corporate Services may authorize a D.C. deferral agreement, without interest up to the date on which the final payment of the grant will be made;
- Public Hospitals Deferral Policy: Council may enter into an agreement with a hospital to allow the payment of D.C.s over a term of up to 10 years, including the payment of interest;
- Post-Secondary Deferral Policy: Council may enter into an agreement with a university or post-secondary school for the payment of D.C.s over a term of up to 30 years, including the payment of interest; and



- Non-Residential Development, Mixed Use Development, Residential Facility, Lodging House or Apartment Dwelling Deferral Policy: an agreement may be entered into for the payment of D.C.s for an initial term of up to five years, including the payment of interest. This initial term may be extended by up to two years.

### **7.3.8 Timing of Collection**

The D.C.s for all services and classes are payable upon issuance of a building permit for each dwelling unit, building, or structure, subject to early or late payment agreements entered into by the City and an owner under section 27 of the D.C.A.

Rental housing and institutional developments pay D.C.s in six equal annual payments commencing at occupancy. Moreover, the D.C. amount for all developments occurring within two years of a Site Plan or Zoning By-law Amendment planning approval (for applications submitted after January 1, 2020), shall be determined based on the D.C. in effect on the day of the applicable Site Plan or Zoning By-law Amendment application.

Instalment payments and payments determined at the time of Site Plan or Zoning By-law Amendment application are subject to annual interest charges. The maximum interest rate the City can impose is the average prime rate plus 1%.

### **7.3.9 Indexing**

Indexing of the D.C.s shall be implemented on a mandatory basis annually commencing on June 1, 2024, and each June 1<sup>st</sup> thereafter, in accordance with the Statistics Canada Quarterly, Non-Residential Building Construction Price Index (Table 18-10-0276-02)<sup>[1]</sup> for the most recent year-over-year period.

### **7.3.10 The Applicable Areas**

The charges developed herein provide for varying charges within the City, as follows:

---

[1] O. Reg. 82/98 referenced “The Statistics Canada Quarterly, Construction Price Statistics, catalogue number 62-007” as the index source. Since implementation, Statistics Canada has modified this index twice and the above-noted index is the most current. The draft by-law provided herein refers to O. Reg. 82/98 to ensure traceability should this index continue to be modified over time.



- All municipal-wide services – the full residential and non-residential charge will be imposed on all lands within the City;
- Wastewater treatment – the full residential and non-residential charge will be imposed anywhere municipal services are provided or have been required to be provided through the local service policy;
- Water distribution and wastewater linear – the full residential and non-residential charge will be imposed based on lands within the Urban area and includes any lands added to the Urban Area as a result of any amendment to the Urban Hamilton Official Plan expanding the Urban Area;
- Stormwater – urban area-specific charges will be imposed based on the combined sewer system and the separated sewer system areas; and
- Dundas/Waterdown – area-specific charges are applicable in addition to City-wide and urban services.

## 7.4 Other D.C. By-law Provisions

---

It is recommended that:

### ***7.4.1 Categories of Services for Reserve Fund and Credit Purposes***

The City's D.C. collections are reserved in 20 separate reserve funds:

- Services related to a highway;
- Transit services;
- Public works services;
- Fire protection services;
- Policing services;
- Outdoor recreation services;
- Indoor recreation services;
- Library services;
- Long-term care services;
- Child care and early years programs;
- P.O.A. services including by-law enforcement;
- Public health services;
- Ambulance services;
- Waste diversion services;



- Water services;
- Wastewater facilities;
- Wastewater linear services;
- Stormwater combined system;
- Stormwater separated system; and
- Dundas/Waterdown special area charge.

It is recommended that the City combine the reserve funds for indoor and outdoor recreation into one reserve fund for parks and recreation.

Appendix D outlines the reserve fund policies that the City is required to follow as per the D.C.A.

#### ***7.4.2 By-law In-force Date***

A by-law under the D.C.A. comes into force on the day after which the by-law is passed by Council or the day specified in the by-law, whichever is later. The recommended in-force date of the by-laws is June 1, 2024.

#### ***7.4.3 Minimum Interest Rate Paid on Refunds and Charged for Inter-Reserve Fund Borrowing***

The minimum interest rate is the Bank of Canada rate on the day on which the by-law comes into force (as per section 11 of O. Reg. 82/98).

#### ***7.4.4 Area Rating***

The D.C.A. required that Council must consider the use of area-specific charges:

1. Section 2 (9) of the D.C.A. now requires a municipality to implement area-specific D.C.s for either specific services which are prescribed and/or for specific municipalities which are to be regulated (note that at this time, no municipalities or services are prescribed by the regulations).
2. Section 10 (2) c.1 of the D.C.A. requires that “the development charges background study shall include consideration of the use of more than one development charge by-law to reflect different needs for services in different areas.”



In regard to the first item, there are no services or specific municipalities identified in the regulations which must be area rated. The second item requires Council to consider the use of area rating.

At present, the City's by-law provides for water and wastewater services on an urban area basis and stormwater services on a combined versus separated sewer system area basis. All other City services are recovered based on a uniform, City-wide basis. There have been several reasons why area rating has not been imposed on these services, including:

1. All City services, with the exception of water, wastewater, stormwater, and transit, require that the average historical 15-year service standard be calculated. This average service standard, multiplied by growth in the City, establishes an upper ceiling on the amount of funds that can be collected from all developing landowners. Section 4 (4) of O. Reg. 82/98 provides that "if a development charge by-law applies to a part of the municipality, the level of service and average level of service cannot exceed that which would be determined if the by-law applied to the whole municipality." Put in layperson's terms, the average service standard multiplied by the growth within the specific area would establish an area-specific ceiling that would significantly reduce the total revenue recoverable for the City, hence potentially resulting in D.C. revenue shortfalls and impacts on property taxes.
2. Extending on item 1, attempting to impose an area charge potentially causes equity issues in transitioning from a City-wide approach to an area-specific approach. For example, if all services were now built (and funded) within Area A (which is 75% built out) and this was funded with some revenues from Areas B and C, moving to an area-rating approach would see Area A contribute no funds to the costs of services in Areas B and C. The D.C.s would be lower in Area A (as all services are now funded) and higher in Areas B and C. As well, funding shortfalls may then potentially encourage the municipality to provide less services to Areas B and C due to reduced revenue.
3. Many services provided (roads, parks, recreation facilities, library, etc.) are not restricted to one specific area and are often used by all residents. For example, arenas located in different parts of the City will be used by residents from all areas depending on the programming of the facility (i.e., a public skate is



available each night, but at a different arena; hence usage of any one facility at any given time is based on programming availability).

For the reasons noted above, it is recommended that Council calculate the charges on a uniform City-wide basis for all services/classes of services other than water, wastewater and stormwater. It is recommended that the charges for water and wastewater services be imposed on an urban area basis, whereas the stormwater charge be imposed on an area-specific basis for the combined versus separated sewer system areas.

It is recommended that the City continue the special area charge for the Dundas/Waterdown area that has been in effect since amalgamation.

## 7.5 Other Recommendations

---

### **It is recommended that Council:**

“Whenever appropriate, request that grants, subsidies and other contributions be clearly designated by the donor as being to the benefit of existing development or new development, as applicable;”

“Adopt the assumptions contained herein as an ‘anticipation’ with respect to capital grants, subsidies and other contributions;”

“Continue the D.C. approach to calculate the charges on a uniform City-wide basis for all services, except water, wastewater and stormwater and on an urban-area basis for water and wastewater and on an area-specific basis for the combined versus separated sewer system areas for stormwater services;”

“Impose the D.C. for wastewater treatment services on developments outside the urban service areas which connect to the municipal wastewater system;”

“Continue the area-specific D.C. for Dundas/Waterdown;”

“Approve the capital project listing set out in Chapter 5 of the D.C. Background Study dated December 21, 2023, subject to further annual review during the capital budget process;”



“Approve the D.C. Background Study dated December 21, 2023, as amended (with Addendum #1 dated March 28, 2024);”

“Determine that no further public meeting is required;” and

“Approve the D.C. By-laws as set out in Appendix J.”





Description	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
<b>City of Hamilton</b>																	
Simone Hall (Formerly Old Beasley Community Centre) - 133 Wilson St	2,456	2,456	2,456	2,456	2,456	2,456	2,456	2,456	2,456	2,456	2,456	2,456	2,456	2,456	2,456	\$790	\$912
Beasley Community Centre - 145 Wilson St. - in partnership w/ HWDSB and retained ownership of old Beasley Community Centre	-	-	6,157	6,157	6,157	6,157	6,157	6,157	6,157	6,157	6,157	6,157	6,157	6,157	6,157	\$790	\$912
Bennetto Recreation Centre - 450 Hughson St. N.	30,436	30,436	30,436	30,436	30,436	30,436	30,436	30,436	30,436	30,436	30,436	30,436	30,436	30,436	30,436	\$1,144	\$1,302
Central Memorial Recreation Centre - 93 West Ave. S.	22,559	22,559	22,559	22,559	22,559	22,559	22,559	22,559	22,559	22,559	22,559	22,559	22,559	22,559	22,559	\$971	\$1,111
Dalewood Recreation Centre - 1152 Main St. W.	11,601	11,601	11,601	11,601	11,601	11,601	11,601	11,601	11,601	11,601	11,601	11,601	11,601	11,601	11,601	\$971	\$1,111
Kiwanis Boys and Girls Club - 45 Ellis St.	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	\$1,144	\$1,302
Hill Park Recreation Centre - 305 South Bend Road	16,685	16,685	16,685	16,685	16,685	16,685	16,685	16,685	16,685	16,685	16,685	16,685	16,685	16,685	16,685	\$1,144	\$1,302
Huntington Park Recreation Centre - 87 Brentwood Dr.	29,681	29,681	29,681	29,681	29,681	29,681	29,681	29,681	29,681	29,681	29,681	29,681	29,681	29,681	29,681	\$971	\$1,111
Norman Pinky Lewis Recreation Centre - 192 Wentworth St. N.	35,074	35,074	35,074	35,074	35,074	35,074	35,074	35,074	35,074	35,074	35,074	35,074	35,074	35,074	35,074	\$971	\$1,111
Kanétskare Recreation Centre - 247 Duke St.	27,847	27,847	27,847	27,847	27,847	27,847	27,847	27,847	27,847	27,847	27,847	27,847	27,847	27,847	27,847	\$1,144	\$1,302
Sir Allan MacNab - 145 Magnolia Dr.	20,871	20,871	20,871	20,871	20,871	20,871	20,871	20,871	20,871	20,871	20,871	20,871	20,871	20,871	20,871	\$1,144	\$1,302
Sir Wilfrid Laurier Recreation Centre - 60 Albright Rd.	16,617	16,617	16,617	16,617	16,617	16,617	16,617	16,617	16,617	16,617	16,617	16,617	16,617	16,617	16,617	\$1,144	\$1,302
Sir Winston Churchill Recreation Centre - 1715 Main St. E.	12,414	12,414	12,414	12,414	12,414	12,414	12,414	12,414	12,414	12,414	12,414	12,414	12,414	12,414	12,414	\$1,144	\$1,302
Westmount Community Centre (Demolished)	12,175	-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$790	\$912
Westmount Recreation Centre (New) - 35 Lynbrook Dr.	-	-	-	-	36,813	36,813	36,813	36,813	36,813	36,813	36,813	36,813	36,813	36,813	36,813	\$971	\$1,111
Riverdale Community Centre (new) - 150 Violet Dr.	16,401	16,401	16,401	16,401	16,401	16,401	16,401	16,401	16,401	16,401	16,401	16,401	16,401	16,401	24,860	\$1,144	\$1,302
Jimmy Thompson Pool - 1099 King St. E.	23,129	23,129	23,129	23,129	23,129	23,129	23,129	23,129	23,129	23,129	23,129	23,129	23,129	23,129	23,129	\$971	\$1,302



**City of Hamilton  
Service Standard Calculation Sheet**

Service: Recreation Facilities  
Unit Measure: sq.ft. of building area

Description	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
<b>City of Hamilton</b>																	
Eastwood Arena - 111 Burlington St. E.	26,323	26,323	26,323	26,323	26,323	26,323	26,323	26,323	26,323	26,323	26,323	26,323	26,323	26,323	26,323	\$790	\$912
Scott Park Arena - 876 Cannon St. E.	23,950	23,950	23,950	23,950	23,950	23,950	23,950	-	-	-	-	-	-	-	-	\$790	\$912
Bill Friday Lawfield Arena - 150 Folkstone Rd. (formerly Lawfield Arena).	31,183	31,183	31,183	31,183	31,183	31,183	31,183	31,183	31,183	31,183	31,183	31,183	31,183	31,183	31,183	\$917	\$1,052
Coronation Arena - 81 Macklin St. N.	27,098	27,098	27,098	27,098	27,098	27,098	27,098	27,098	27,098	27,098	27,098	27,098	27,098	27,098	27,098	\$790	\$912
Chedoke Twin Pad - 91 Chedmac Dr.	89,421	89,421	89,421	89,421	89,421	89,421	89,421	89,421	89,421	89,421	89,421	89,421	89,421	89,421	89,421	\$664	\$773
Parkdale Arena (Pat Quinn) - 1770 Main St. E.	34,018	34,018	34,018	34,018	34,018	34,018	34,018	34,018	34,018	34,018	34,018	34,018	34,018	34,018	34,018	\$790	\$912
Inch Park Arena - 400 Queensdale Ave.	33,995	33,995	33,995	33,995	33,995	33,995	33,995	33,995	33,995	33,995	33,995	33,995	33,995	33,995	33,995	\$790	\$912
Mountain Arena and Skating Arena (Twin Pad - Dave Anderchck) - 25-55 Hester St.	76,286	76,286	76,286	76,286	76,286	76,286	76,286	76,286	76,286	76,286	76,286	76,286	76,286	76,286	76,286	\$664	\$773
Rosedale Arena - 100 Greenhill Ave.	38,072	38,072	38,072	38,072	38,072	38,072	38,072	38,072	38,072	38,072	38,072	38,072	38,072	38,072	38,072	\$917	\$1,052
Mohawk 4 Arena - 710 Mountain Brow Blvd.	136,000	136,000	136,000	136,000	136,000	136,000	136,000	136,000	136,000	136,000	136,000	136,000	136,000	136,000	136,000	\$664	\$773
Birge Outdoor Pool - 167 Birge St.	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	\$398	\$479
Parkdale Outdoor Pool - 1770 Main St. E.	4,700	4,700	4,700	4,700	4,700	4,700	4,700	4,700	4,700	4,700	4,700	4,700	4,700	4,700	4,700	\$398	\$479
Rosedale Outdoor Pool - 30 Greenhill Ave.	-	-	-	-	-	-	596	596	596	596	596	596	596	596	596	\$8,980	\$9,941
Victoria Outdoor Pool - 100 Strathcona	7,470	7,470	7,470	7,470	7,470	7,470	7,470	7,470	7,470	7,470	7,470	7,470	7,470	7,470	7,470	\$398	\$479
Chedoke Outdoor Pool - 500 Bendamere	7,834	7,834	7,834	7,834	7,834	7,834	7,834	7,834	7,834	7,834	7,834	7,834	7,834	7,834	7,834	\$398	\$479
Walker Outdoor Pool - 60 Dicenzo Dr.	-	10,764	10,764	10,764	10,764	10,764	10,764	10,764	10,764	10,764	10,764	10,764	10,764	10,764	10,764	\$398	\$479
Inch Park Outdoor Pool - 400 Queensdale Ave.	-	-	-	2,755	2,755	2,755	2,755	2,755	2,755	2,755	2,755	2,755	2,755	2,755	2,755	\$2,286	\$2,560
Coronation Outdoor Pool - 80 Macklin St. N.	-	-	-	-	-	-	-	27,087	27,087	27,087	27,087	27,087	27,087	27,087	27,087	\$398	\$479
Chedoke Golf, Club House - 565 Aberdeen Ave.	12,420	12,420	12,420	12,420	12,420	11,443	11,443	11,443	11,443	11,443	11,443	11,443	11,443	11,443	11,443	\$260	\$327
Chedoke Golf, Pro Shop - 565 Aberdeen Ave.	2,974	2,974	2,974	2,974	2,974	2,974	2,974	2,974	2,974	2,974	2,974	2,974	2,974	2,974	2,974	\$260	\$327
Kings Forest Golf Clubhouse - 100 Greenhill Ave.	13,454	13,454	13,454	13,454	13,454	13,454	13,454	13,454	13,454	13,454	13,454	13,454	13,454	13,454	13,454	\$260	\$327
Ivor Wynne Stadium, Grandstands & Press Box - 75 Balsam Ave. N.	128,675	128,675	128,675	128,675	128,675	-	-	-	-	-	-	-	-	-	-	\$756	\$874
Tim Horton's Field	-	-	-	-	-	-	-	327,148	327,148	327,148	327,148	327,148	327,148	327,148	327,148	\$756	\$874



**Table C-2**  
**City of Hamilton**  
**Operating and Capital Expenditure Impacts for Future Capital Expenditures**

SERVICE/CLASS OF SERVICE	GROSS COST LESS BENEFIT TO EXISTING	ANNUAL LIFECYCLE EXPENDITURES	ANNUAL OPERATING EXPENDITURES	TOTAL ANNUAL EXPENDITURES
	\$	\$	\$	\$
<b>1. Stormwater Drainage and Control Services (Combined Sewer System)</b>				
1.1 Stormwater Facilities	26,259,244	303,210	1,613	304,823
<b>2. Stormwater Drainage and Control Services (Separated Sewer System)</b>				
2.1 Channels and drainage	173,735,092	2,793,339	549,685	3,343,024
2.2 Residential ponds	410,522,536	8,754,957	1,298,862	10,053,819
<b>3. Wastewater Services</b>				
3.1 Wastewater facilities	554,374,201	22,819,401	2,798,740	25,618,141
3.2 Wastewater linear services	309,378,356	7,917,074	4,060,007	11,977,081
<b>4. Water Services</b>				
4.1 Facilities, storage, and distribution systems	265,767,576	8,264,601	7,104,740	15,369,341
<b>5. Services Related to a Highway</b>				
5.1 Roads and Related	1,489,153,865	47,448,814	7,884,376	55,333,190
<b>6. Public Works (Facilities and Fleet)</b>				
6.1 Facilities, vehicles and equipment	46,410,529	2,950,820	254,604	3,205,424
<b>7. Fire Protection Services</b>				
7.1 Fire facilities, vehicles and equipment	71,001,098	2,677,260	12,029,062	14,706,322
<b>8. Policing Services</b>				
8.1 Facilities, vehicles and equipment, small equipment and gear	44,509,008	1,780,619	21,051,918	22,832,537
<b>9. Transit Services</b>				
9.1 Transit facilities, vehicles and other infrastructure	292,378,482	10,558,251	16,589,296	27,147,547
<b>10. Parks and Recreation</b>				
10.1 Park development, amenities, trails, equipment and recreation facilities	372,624,122	15,026,643	13,868,467	28,895,110
<b>11. Library Services</b>				
11.1 Library facilities, materials and vehicles	74,727,956	2,915,071	3,714,253	6,629,324
<b>12. Long-term Care Services</b>				
12.1 Facilities	11,238,243	844,329	7,233,969	8,078,298
<b>13. Child Care and Early Years Programs</b>				
13.1 Facilities	-	-	-	-
<b>14. Public Health Services</b>				
14.1 Facilities, vehicles and equipment	1,175,496	66,828	8,021,326	8,088,154
<b>15. Provincial Offences Act Services including By-Law Enforcement</b>				
15.1 Facilities	1,802,189	-	-	-
<b>16. Ambulance</b>				
16.1 Ambulance facilities, vehicles and equipment	21,042,668	967,480	7,538,684	8,506,164
<b>17. Waste Diversion</b>				
17.1 Waste diversion facilities, vehicles, equipment and other	23,245,811	2,307,763	4,257,367	6,565,130
<b>Total</b>	<b>\$4,189,346,471</b>	<b>\$138,396,460</b>	<b>\$118,256,969</b>	<b>\$256,653,429</b>



as a minimum for Greenville, S.C.U.B.E., and the A.E.G.D. lands. Estimated costs for a seven- to 10-year duration of multi-disciplinary monitoring is \$2 M per study area, based on recent similar studies in the Greater Golden Horseshoe area.

## E.2 Local Service Policy for Water and Wastewater

Utilizing the City's development assumptions, the water and wastewater infrastructure required to service these areas was identified. To determine if a project is a D.C.-related project, the following two categories were considered:

**Category 1 – Projects External to Proposed Development Lands** (i.e., on existing road allowance and servicing more than one development)

The following project descriptions fall into Category 1 and will be fully or partially allocated to D.C.s:

- New infrastructure or upgrades to existing City infrastructure required to service more than one potential proposed development and/or development property, whether in a Greenfield area or Intensification area. This includes upgrades to infrastructure that is upstream (water) or downstream (wastewater) of multiple developments.
  - For the purposes of allocating costs, If an upgrade is triggered by growth (single or multiple potential development) and that planned growth is less than or equal to the approved Traffic Survey Zone growth, the upgrade will be all or partially allocated to D.C.s.
  - In the case that a development plans to have more growth than is planned for (by approved Traffic Survey Zones and system capacity) and if the infrastructure upgrade is as a result of growth over and above what is approved, that additional oversizing shall be the responsibility of the developer triggering the update (direct developer).
    - This may include watermains for transmission, distribution and looping.
- New infrastructure projects that physically lie outside of a proposed development, but only service a single development – refer to **Category 2** (for the direct developers responsibilities) whereby the cost to extend the service is a 100% direct developer responsibility (net of any D.C. contribution based on minimum



size). For example, a new sewer on an existing road right of way (external to development) to service a new building on land not already serviced, with no additional developments potentially draining to the new sewer.

- For Category 1 projects there will always be a local Direct Developer cost contribution based on the development's frontage in accordance with the Financial Policies for Development and authority through the Planning Act whether or not the development is able to or needs to take benefit of the service (e.g. reverse frontage development). Local cost recoveries will be made on a site-specific basis based on frontage and/or drainage area.

**Category 2 – Projects Within Proposed Development Lands** – The following project descriptions fall into Category 2:

- Water and sewer infrastructure that is required to directly service the proposed development lands.
- Water and sewer infrastructure that is required to directly service the proposed development lands *and* potentially “oversized” in consideration (capacity, looping or fire protection) of additional proposed developable lands that are normally serviced via proposed development property.

In regard to Category 2 projects, the developer is required to pay for the full cost of the installation of sanitary sewers and watermains up to and including the sizes listed below. This is described as the Direct Developer Contribution.

Note: projects external to the proposed development lands that service only one property are considered Category 2.

The minimum sizes are provided from the City's Development Policies:

<b>Sanitary Sewer</b>	450 mm diameter
<b>Watermain</b>	300 mm diameter

**Facilities (Water Pumping Station, Water Reservoir or Elevated Tank, Wastewater Pumping Station)**

- No minimum size/capacity.
- Facilities to service single proposed development lands will be Direct Developer Contribution.



- Facilities servicing multiple developments/service areas will be allocated to D.C. categories only (D.C., Benefit to Existing and Post Period Benefit).

**Water Treatment/Wastewater Treatment** – Treatment upgrades to be included in D.C. categories only (D.C., Benefit to Existing and Post Period Benefit).

Should the size of the local infrastructure be required to be greater than the minimum local servicing sizes (i.e., to support external development), D.C. contributions shall be made. The City shall contribute, through the D.C. fund, towards the cost to install the infrastructure on a “Flat Rate” basis. “Flat Rate” is defined as the cost difference between the size required for external development and the minimum size, noted above in the City’s Development Policies.

Projects identified are sized based on the City’s engineering guidelines for design and to accommodate the future population and employment demand/flow within the proposed drainage/service areas.

The D.C. capital program identified in this document demonstrates the calculated cost splits on a project-by-project basis.

#### E.2.1 Funding for Municipal Extensions

In cases where a new watermain or sewer is installed by a developer that benefits and enables a new connection to an existing, unserviced property, a flat rate contribution is made back to the developer. Additional details of this funding methodology related to Direct Developer (or “Developer Initiated”) projects including projects external to the development lands are found in the 2007 City Report:

*TOE02005b/FCS02026b/PED07248 - Funding Methodology for Municipal Infrastructure Extensions Review and Update*

#### E.2.2 Capacity Allocation

As growth and re-development progresses over time, the City requires a means to determine the amount of spare capacity within the water distribution and wastewater collection systems that are to be allocated to any potential development application. Additionally, the City must also determine a reasonable period of time in which this allocated capacity is to be made available prior to development.



The capacity will be allocated to projects in the order in which the Construction Plans are approved. In the event that multiple projects are approved at the same time, the identification, selection and prioritization of the project given in the City's Infrastructure Staging of Development Program will prevail.

This policy is intended to be used as a guide for conveyance only (not treatment) and is subject to review and update by the City moving forward.

### E.2.3 Co-ordinated Projects with Transportation Requirements

Water and wastewater projects external to proposed development lands (i.e., on existing road allowances and/or existing roads) that fall into Category 1 and that are initiated as a result of identified transportation requirements are eligible for inclusion in the D.C. at the same D.C.-eligible percentage as the associated road.

Service connections (water and/or wastewater connections – public portion) will be constructed to each land parcel when an existing dwelling unit exists. Property owners that require more than one service connection will be required to pay for the cost of the additional service connections prior to construction. Benefitting property owners shall contribute towards the cost to install the infrastructure on a “flat rate” basis. The “flat rate” will be established by the City at the beginning of each year.

## **E.3 Local Service Policy for Parkland Development**

The developer's responsibilities related to parkland are generally described in Option 1 (sections 3.3 and 4.3) of the *Park and Open Space Development Guide*, latest version. Whether the developer chooses to develop under Option 1 or 2 of this guide is at the discretion of the developer and the City and requires entering into agreements as detailed in the *Park and Open Space Development Guide*. The direct developer responsibilities are the same regardless of which option is followed; the generality of the guide does not restrict the requirements as detailed in the local service policy below.

All parkland construction must adhere to the City of Hamilton's *Construction and Material Specifications Manual*, latest edition. This includes but is not limited to all soil testing, soil compaction, asphalt, concrete, and granular requirements.



### E.3.1 Recreational Trails

1. Recreational trails (trails, multi-use trails, pathways, sidewalks) that are external to development and that do not form part of the municipality's active transportation network, and their associated infrastructure (landscaping, bridges, trail surface, etc.), are included in parkland D.C.s.
2. Recreational trails (trails, multi-use trails, pathways, sidewalks) that are internal to development and that do not form part of the municipality's active transportation network, and their associated infrastructure up to base condition, are a direct developer responsibility as a local service provision under section 59 of the D.C.A.
3. Recreational trails outside of road allowances, including granular base and surfacing are a direct developer responsibility as a local service provision under section 59 of the D.C.A. and include the following:
  - a. Recreational trails that are part of the City's Recreational Trails Master Plan which fall in the subdivision area, with materials as indicated in the Plan.
  - b. Recreational trails that are part of the City's Pipeline Trail Master Plan which fall in the subdivision area, with materials as indicated in the Plan.
  - c. Recreational trails around stormwater management ponds that may link to maintenance truck access or other trails/pathways to provide additional recreation opportunities for residents.
  - d. The base condition works for the open space areas that contain trails shall be the same as the works required for parkland in section 2.a).

### E.3.2 Parks (City-Wide Parks, Community Parks, Neighbourhood Parks & Parkettes)

1. Park development to base condition is a direct developer responsibility as a local service provision under section 59 of the D.C.A. and includes the following:
  - a. Clearing and grubbing; tree removals as per the subdivision's tree preservation and removals plan.





- b. Topsoil stripping, screening, and stockpiling.
- c. Rough grading (pre-grading) to allow for positive drainage of the park, with minimum slopes of 2%. If necessary, this may include some minor drainage tile work and grading as per the overall subdivision grading design, complete with any required swales or catch basins. Runoff from the development property shall not drain into the park unless approved by the Manager, Environment Services, Public Works.
- d. Spreading of topsoil to a 150 mm depth (import topsoil if existing on-site is insufficient to reach required depth).
- e. Seeding of site with City-approved seed mix; maintenance of seed until acceptance by City.
- f. Parks shall be free of any contaminated soil or subsoil.
- g. Parks shall not be mined for fill.
- h. Parks shall be conveyed free and clear of all encumbrances.
- i. 100% of 1.5 m chain link perimeter fencing to the City standards to separate the development lands from the City lands or lands to be dedicated to the City, unless the perimeter fencing is on land that will be dedicated to the City to fulfil the requirement of parkland dedication under the *Planning Act*, in which case the cost shall be shared 50/50.
- j. When park parcels cannot be developed in a timely manner, they shall be graded to ensure positive drainage and seeded to minimize erosion and dust. These shall be maintained by the developer until construction commences thereon.
- k. The park block shall not be used for topsoil or other construction material, equipment storage, or sales pavilions.
- l. Required heritage features within the park, as set out within the Planning approval conditions.



2. Sports facilities, creative play structures/equipment, sun shelters, multi-purpose courts, walkways, plantings, site furnishings, and other amenities (including associated utilities) within parks are included in the parkland D.C.s.
3. Servicing stubs to parkland are not required under the local service policy for parkland; however, they are included in the transportation D.C.s and local service policy. All park-servicing calculations shall follow the criteria outlined in the City of Hamilton's *Engineering Guidelines for Servicing Land under Development Applications*, latest edition (<https://www.hamilton.ca/build-invest-grow/planning-development/planning-policies-guidelines/comprehensive-development>).
4. Where parkland ownership is fragmented (one park block owned by multiple developers), only the final developer shall have the option to fully develop the park (i.e., Option 2 in the *Park and Open Space Development Guide* (<https://www.hamilton.ca/build-invest-grow/planning-development/planning-policies-guidelines/park-and-open-space-development>) will not be permitted by the City). All developers, however, will still be required to complete all direct developer responsibilities to base condition (i.e., Option 1 of the *Park and Open Space Development Guide* will be required for the park block fragment that they own).

### E.3.3 Open Space (General Open Space & Natural Open Space)

#### *General Open Space*

1. General Open Space shall include golf courses, community gardens, picnic areas, beaches, remnant parcels of open space lands, and urban plazas, squares and core spaces. These areas do not function as parks but are used for both active and passive recreational activities.
2. General Open Space to base condition is a direct developer responsibility as a local service provision under section 59 of the D.C.A. and includes the following:
  - a. Clearing and grubbing; tree removals as per the subdivision's tree preservation and removals plan.
  - b. Topsoil stripping, screening, and stockpiling.



- c. Rough grading (pre-grading) to allow for positive drainage of the General Open Space, with minimum slopes of 2%. If necessary, this may include some minor drainage tile work and grading as per the overall subdivision grading design, complete with any required swales or catch basins. Runoff from the development property shall not drain into the park unless approved by the Manager, Environment Services, Public Works.
  - d. Spreading of topsoil to 150 mm depth (import topsoil if existing on-site is insufficient to reach required depth).
  - e. Seeding of site with City-approved seed mix; maintenance of seed until acceptance by City.
  - f. General Open Space shall be free of any contaminated soil or subsoil.
  - g. Parkland shall not be mined for engineering fill and replaced with fill or topsoil.
  - h. General Open Space shall be conveyed free and clear of all encumbrances.
  - i. 100% of 1.5 m chain-link perimeter fencing of General Open Space to the City standard located on the public property side of the property line as required by the City.
  - j. When General Open Space parcels cannot be developed in a timely manner, they shall be graded to ensure positive drainage and seeded to minimize erosion and dust. These shall be maintained by the developer until construction commences thereon.
  - k. The General Open Space block shall not be used for topsoil or other construction material, equipment storage, or sales pavilions.
  - l. Required heritage features within the General Open Space as set out within the Planning approval conditions.
3. Sun shelters, walkways, plantings, site furnishings, and other amenities (including associated utilities) within General Open Space are included in the parkland D.C.s.



## *Natural Open Space*

1. Natural Open Space shall include lands with significant natural features and landscapes such as woodlots, hazard lands, forested slopes, creek/ravine corridors, the Niagara Escarpment, environmentally sensitive areas (of natural and scientific interest), and areas of wildlife habitat. These areas perform important biological and ecological functions and provide passive recreational opportunities.
2. Where Natural Open Space is to be left as existing in the plan of subdivision, Natural Open Space to base condition is a direct developer responsibility as a local service provision under section 59 of the D.C.A. and includes the following:
  - a. Ensure that the area is not damaged or removed, and that the space is kept free of construction debris and garbage during construction.
  - b. The Natural Open Space block shall not be used for topsoil or other construction material, equipment storage, or sales pavilions.
  - c. Required heritage features within the Natural Open Space as set out within the Planning approval conditions.
  - d. Where naturalization or restoration works are required, only native plants shall be utilized.
  - e. Where private lots back onto channels, 100% of 1.5 m chain-link perimeter fencing to the City standard shall be located on the public property side of the property line as required by the City.
3. For Natural Heritage Systems, refer to section E.4 of this local service policy.

### **E.4 Local Service Policy for Natural Heritage System (N.H.S.)**

The City contains many natural areas and features that contribute to the municipality's beauty, unique character and quality of life. A systems approach has been used to develop a Natural Heritage System (N.H.S.) within the City, which consists of Core Areas, Linkages, the Greenbelt Plan N.H.S. and the Niagara Escarpment Plan Area (as per the City's Official Plan).



Core Areas are the most important components of the N.H.S. in terms of biodiversity, productivity, and ecological and hydrological functions and comprise key natural heritage features, key hydrologic features and local natural areas, as follows:

- Key hydrologic features:
  - Permanent and intermittent streams
  - Lakes (and their littoral zones)
  - Seepage areas and springs
  - Wetlands
- Key natural heritage features:
  - Significant habitat of endangered and threatened species
  - Fish habitat
  - Wetlands
  - Life Science Areas of Natural and Scientific Interest
  - Significant valley lands
  - Significant wildlife habitat
  - Sand barrens, savannahs, and tallgrass prairies
  - Alvars
- Local Natural Areas
  - Environmentally significant areas
  - Unevaluated wetlands
  - Earth Science Areas of Natural and Scientific Interest.

Linkages are natural areas such as old fields, meadows, thickets, successional habitat, hedgerows, riparian vegetation and woodlands that ecologically connect Core Areas.

Developer responsibility as a local service provision would include but not be limited to:

- a) Planting internal to the development as required by the City as part of the creation of a vegetation protection zone that protects the features and functions of the N.H.S. and achieves the goal of natural, self-sustaining vegetation.
- b) Implementation of mitigation measures as outlined within approved Environmental Impact Statements, Linkage Assessments, other studies (i.e., subwatershed studies, Secondary Plans) or as required by the City, Conservation Authorities or other authorities having jurisdiction (i.e., Niagara Escarpment Commission, Ministry of Natural Resources and Forestry). These



measures may be located internal or external to the development and would include but not be limited to plant salvage, habitat restoration and management, plantings, monitoring, invasive species control, stewardship/education, and species at risk requirements.

- c) Fencing internal to the development at the boundary of the approved vegetation protection zone associated with the N.H.S. features. This fencing is to be to the City's standards.
- d) Non-traditional fencing, such as dense plantings and bollards, to delineate the boundaries of the protected areas and prevent encroachment.
- e) Compensation planting requirements for tree removal according to the City's standards.

## **E.5 Local Service Policy for Services Related to a Highway**

### E.5.1 Overview

This appendix sets out the municipality's general policy guidelines on D.C.s and local service funding for services related to a highway. The guidelines outline in general terms, the size and nature of the engineered infrastructure that is included in the study as a D.C. project, versus infrastructure that is considered as a local service, to be emplaced separately by landowners, pursuant to a development agreement.

The following policy guidelines are general principles by which staff will be guided in considering development applications. Each application, however, will be considered in the context of these policy guidelines on its own merits and having regard to, among other factors, the context of the surrounding area and the location and type of services required as well as their relationship to the proposed development and to the existing and proposed development in the area as per subsection 59 (2) of the D.C.A.

### E.5.2 Services Related to a Highway

A highway and services related to a highway are intended for the transportation of people and goods via many different modes including, but not limited to, passenger automobiles, commercial vehicles, transit vehicles, cycling, and walking. A highway shall consist of all land, services, and infrastructure built to support this movement of



people and goods regardless of the mode of transportation in pursuit of a complete street.

The transportation planning paradigm across North America has shifted over the last decade or more. The design and layout, density, and mix of uses within a neighbourhood have become a critical consideration. This new consideration and need to grow the City along regional, sub-regional and community nodes and corridors characterized by denser and more mixed development is supported by highways that accommodate and promote walking, cycling and transit use over auto use and has been identified by the 2017 City of Hamilton Transportation Master Plan (H.T.M.P.), area specific Transportation Master Plans, and the City of Hamilton Official Plan. The overall vision is to create a City which is highly walkable and in which it is easy and convenient to walk, cycle or take transit. The H.T.M.P. has set clear targets to reduce overall vehicle kilometres, reduce trips made by single occupant vehicles, increase trips made by transit, and encourage cycling and walking.

The City of Hamilton Official Plan and the H.T.M.P. put a heavy emphasis on designing corridors, streets and paths with full consideration given to transit, cyclists and pedestrians. Consequently, the design elements of a highway as well as its role and function must change to embrace all categories of the transportation system users and needs to provide a *complete street*. The concept of complete streets 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. Complete streets allow safe travel for:

- Pedestrians of all ages and levels of ability;
- Cyclists;
- Automobiles;
- Transit vehicles; and
- Delivery vehicles.

The main premise of complete streets is the recognition that the function of a street (or a highway) goes beyond simply moving vehicles. Rather, streets play an important role in moving people, connecting the community, accommodating pedestrians and cyclists, enabling goods movement, providing a space for public interaction and civic engagement, and providing access for local stores and businesses. A complete street concept has been fully embraced by the City of Hamilton and is fundamental to



transportation policy in the City identified through the key planning documents mentioned earlier. It also translates to the planned capital projects and therefore the local service policy and the D.C. process.

Under this premise, the design of a street is approached with the objective of optimizing the R.O.W. to balance mobility needs and enhance connectivity for all users. Traffic management is a range of measures and infrastructure that help achieve that balance (e.g., traffic signals, roundabouts). Travel Demand Management on the other hand refers to strategies that attempt to reduce or more efficiently manage the demand for travel within the existing transportation network and reduce capital expenditure without further expanding the supply of the network. Examples of Travel Demand Management strategies with impact on highway design, role, and function include:

- Carpooling to increase the occupancy of vehicles. High-occupancy vehicle lanes provided within the road platform are needed to promote better utilization of existing assets by increased auto occupancy.
- Active transportation (walking or cycling) to reduce demand for vehicle travel by shifting commuter travel demand to cycling and walking. This measure is supported by on-road and off-road cycling trails, sidewalks, and multi-use pathways.
- Park and ride facilities at transit stations are designed to “capture” auto users at some critical gateway points and divert them to transit or active transportation modes.

The H.T.M.P. includes the identification of rapid transit initiatives and the implementation of Light Rail Transit corridors which will have effects on the design of these highways as either main Light Rail Transit corridors or the so called “feeder” routes. Several transit priority measures will be required to “prepare” a highway for serving transit effectively. These features will include but will not be limited to:

- High-occupancy vehicle or shared lanes for the exclusive or semi-exclusive use of transit vehicles and private automobiles with more than one occupant. They allow high-occupancy vehicles to have faster travel times than general purpose lanes, encouraging transit use and carpooling. Lanes may be designated as shared lanes only during peak periods.
- Provision of dedicated transit lanes along transit priority routes.





- Transit signals and transit priority signals that use real-time information to either extend a green light or shorten a red light when a bus is approaching to help the bus pass through the intersection without stopping, thus giving priority to transit vehicles at intersections.
- Queue jump lanes with signal priority allow buses to bypass queues at intersections. Transit vehicles have an advanced green and can enter the intersection before other vehicles.
- Architecturally distinctive passenger amenities, bus bays, bus stop infrastructures and terminals located within the road allowance and provided to improve safety and comfort for transit users.

The concept of services related to a highway has evolved and expanded to fully embrace the transportation of people and goods via many different modes including, but not limited to, passenger cars, commercial vehicles, transit vehicles, bicycles and pedestrians. The highway therefore consists of all land and associated infrastructure built to support (or service) this movement of people and goods regardless of the classification of the road (i.e., local, collector or arterial) or the mode of transportation employed, thereby meeting their primary role and function of providing transportation “space” and opportunity for all users. The associated infrastructure to achieve this concept shall include, but is not limited to:

- road pavement, sub-structure and curbs;
- 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;
- grade separation/bridge structures (for any vehicles, railways and/or pedestrians and cyclists);
- grading, drainage and retaining wall features;
- culvert structures;
- storm water drainage systems;
- traffic control systems, signals and related technologies;
- active transportation facilities (e.g., sidewalks, bike lanes, multi-use trails, trails, pathways, cycle tracks, bike share facilities and services, other cycling amenities, etc.);
- sustainable mobility programs;



- transit lanes, queue jump lanes, bus bays, stops and amenities;
- curb extensions between queue jump lanes and bus bays;
- roadway illumination systems;
- boulevard and median surfaces (e.g., sod & topsoil, paving, etc.);
- street trees, streetscaping and landscaping;
- parking lanes and driveway entrances;
- noise attenuation systems;
- signage;
- railings, safety barriers;
- related utilities; and
- temporary works to facilitate the implementation of any of the above.

For road classification information, refer to the City of Hamilton Official Plan and the *Comprehensive Development Guidelines and Financial Policies Manual, 2017*, or as may be amended from time to time (<https://www.hamilton.ca/build-invest-grow/planning-development/planning-policies-guidelines/comprehensive-development>).

### E.5.3 Infrastructure

#### *E.5.3.1 Local and Collector Roads (including land)*

1. All local roads are considered to be the developer's financial responsibility. For the purposes of D.C. eligibility, the following criteria are applied for Local Roads:
  - Local Residential – up to 8m width of asphalt driving surface and up to 26m road allowance.
  - Local Non-Residential – up to 11m of asphalt driving surface and up to 32m of road allowance.
2. Collector roads, internal to a development, inclusive of approvals, all land and associated infrastructure, including temporary works, are a direct developer responsibility under section 59 of the D.C.A. as the local service component, net of applicable oversizing per the *Financial Policies for Development* and the *Comprehensive Development Guidelines and Financial Policies Manual, 2017*, or as may be amended from time to time (<https://www.hamilton.ca/build-invest-grow/planning-development/planning-policies-guidelines/comprehensive-development>).



In the Airport Employment Growth District (A.E.G.D.) Transportation Master Plan, certain collector roads internal to the development were listed as Schedule C improvements in the implementation plan. These are listed incorrectly and are a direct developer responsibility as outlined in this local service policy.

3. Collector roads, external to development, inclusive of all land and associated infrastructure, including temporary works, needed to support a specific development or required to link with the area to which the plan relates, are a direct developer responsibility under section 59 of the D.C.A. (local service component) net of applicable oversizing per the *Financial Policies for Development* and the *Comprehensive Development Guidelines and Financial Policies Manual, 2017*, or as may be amended from time to time.

#### E.5.3.2 Arterial Roads

1. New, widened, extended or upgraded arterial roads, inclusive of all associated infrastructure, including temporary works, is included as part of highway costing funded through D.C.s net of direct developer responsibility (local service component) as per the *Financial Policies for Development* and the *Comprehensive Development Guidelines and Financial Policies Manual, 2017*, or as may be amended from time to time.
2. Land acquisition for arterial roads on existing R.O.W. to achieve a complete street: dedication under *Planning Act* provisions (sections 41, 51 and 53) through development lands per the *Financial Policies for Development* and the *Comprehensive Development Guidelines and Financial Policies Manual, 2017*, or as may be amended from time to time. In areas with limited development, this is included as part of highway costing funded through D.C.s.
3. Land acquisition for arterial roads on new R.O.W. to achieve a complete street: dedication, where possible, under *Planning Act* provisions (sections 51 and 53) through development for lands up to the collector standard per the *Financial Policies for Development* and the *Comprehensive Development Guidelines and Financial Policies Manual, 2017*, or as may be amended from time to time. Land acquisitions for road widenings and/or oversizing beyond the collector standard, or where located in an area with limited development, are included as part of highway costing funded through D.C.s.



4. Land acquisition beyond normal dedication requirements to achieve transportation corridors as services related to highways, including grade separations and infrastructure for the movement of pedestrians, cyclists, public transit and/or railway vehicles, are included as part of highway costing funded through D.C.s.

#### *E.5.3.3 Traffic and Transit Control Systems, Signals and Intersection Improvements on Area Municipal Highways*

1. New, widened, extended or upgraded arterial roads, including temporary works, unrelated to a specific development are included as part of highway costing funded through D.C.s net of developer responsibility (local service component) per the *Financial Policies for Development* and the *Comprehensive Development Guidelines and Financial Policies Manual, 2017*, or as may be amended from time to time.
2. Arterial and non-arterial road improvements related to any private site entrances or entrances to a specific development, including any temporary works, are a direct developer responsibility under section 59 of the D.C.A. (local service component), net of applicable oversizing per the *Financial Policies for Development* and the *Comprehensive Development Guidelines and Financial Policies Manual, 2017*, or as may be amended from time to time.
3. Intersection improvements, new or modified signalization, signal timing and optimization plans, area traffic studies for highways attributed to growth and unrelated to a specific development are included as part of highway costing funded through D.C.s as permitted under subsection 5 (1) of the D.C.A.

#### *E.5.3.4 Streetlights*

1. Streetlights on new arterial roads and arterial road improvements are considered part of the complete street and included as part of highway costing funded through D.C.s net of direct developer responsibility (local service component).
2. Streetlights on non-arterial roads external to development needed to support a specific development or required to link with the area to which the plan relates are considered part of the complete street and included as a direct developer responsibility under section 59 of the D.C.A. (local service component).



3. Streetlights on non-arterial roads internal to development are considered part of the complete street and included as a direct developer responsibility under section 59 of the D.C.A. (local service component).

#### *E.5.3.5 Transportation-Related Pedestrian and Cycling Facilities*

1. Sidewalks, multi-use trails, trails, pathways, cycle tracks and bike lanes, inclusive of all required land and infrastructure, including related temporary works and grade separations, located within City arterial road and provincial highway corridors are considered part of the complete street and included as part of highway costing funded through D.C.s, net of direct developer responsibility (local service component) per the *Financial Policies for Development* and the *Comprehensive Development Guidelines and Financial Policies Manual, 2017*, or as may be amended from time to time.
2. Sidewalks deemed to be temporary are considered direct developer responsibility (local service component).
3. Sidewalks, trails, pathways, multi-use trails, cycle tracks and bike lanes, inclusive of all required land and infrastructure, including related temporary works and grade separations that are located within or linking to non-arterial road corridors internal to development are considered part of the complete street and are a direct developer responsibility under section 59 of the D.C.A. (local service component) per the *Financial Policies for Development* and the *Comprehensive Development Guidelines and Financial Policies Manual, 2017*, or as may be amended from time to time.
4. Other sidewalks, trails, pathways, multi-use trails, cycle tracks and bike lanes, inclusive of all required land and infrastructure, including related temporary works and grade separations, that are located within non-arterial road corridors external to development and needed to support a specific development or required to link with the area to which the plan relates are a direct developer responsibility under section 59 of the D.C.A. (local service component) per the *Financial Policies for Development* and the *Comprehensive Development Guidelines and Financial Policies Manual, 2017*, or as may be amended from time to time.
5. Multi-use trails (not associated with a road), inclusive of all land and required infrastructure and including related temporary works and grade separations, that



go beyond the function of a (parkland) recreational trail and form part of the City's active transportation network for cycling and/or walking are included in the D.C. calculations as permitted under subsection 5 (1) of the D.C.A.

#### *E.5.3.6 Sustainable Modes Programs including Transportation Demand Management*

1. Bike share expansions within existing service areas and in new service areas; cycling amenities including bike racks, lockers, shelters and fix-it stations; pedestrian amenities (e.g., benches); and sustainable mobility programs (e.g., Smart Commute, Travel Demand Management for higher-density developments) are considered part of the complete street and included as part of highway costing funded through D.C.s net of direct developer responsibility (local service component) per the *Financial Policies for Development* and the *Comprehensive Development Guidelines and Financial Policies Manual, 2017*, or as may be amended from time to time.

#### *E.5.3.7 Noise Abatement Measures*

1. Noise abatement measures external and internal to development where it is related to, or a requirement of a specific development are a direct developer responsibility under section 59 of the D.C.A. (local service component).
2. Noise abatement measures on new arterial roads and arterial road improvements abutting an existing community and unrelated to a specific development are included in the D.C. calculations as permitted under subsection 5 (1) of the D.C.A.

#### *E.5.3.8 Transit Nodes, Terminals, Lanes and Bus Stop Infrastructure*

1. Transit node, transit priority measures (e.g., queue jump lanes, transit signal priority) and bus stop infrastructure and amenities (including bus pads and shelters) located within arterial road corridors, and including transit stations or terminals located on lands to serve these road corridors are considered part of the complete street and included in the D.C. calculations as permitted under subsection 5 (1) of the D.C.A., net of direct developer responsibility under section 59 of the D.C.A. (local service component) per the *Financial Policies for Development* and the *Comprehensive Development Guidelines and Financial Policies Manual, 2017*, or as may be amended from time to time.



2. Transit node, transit priority measures (e.g., queue jump lanes, transit signal priority) and bus stop infrastructure and amenities located within non-arterial road corridors internal to development are considered part of the complete street and direct developer responsibility under section 59 of the D.C.A. (local service component).
3. Transit node, transit priority measures (e.g., queue jump lanes, transit signal priority) and bus stop infrastructure and amenities located within non-arterial road corridors external to development and needed to support a specific development or required to link with the area to which the plan relates are a direct developer responsibility under section 59 of the D.C.A. (local service component).

#### *E.5.3.9 Infrastructure Assets Constructed by Developers*

1. All infrastructure assets constructed by developers must be designed in accordance with the City's engineering standards and policies, including the Comprehensive Development Guidelines and Financial Policies Manual (2019), the Complete Streets Guidelines and the AEGD Eco-Industrial Guidelines.
2. All infrastructure assets shall be conveyed in accordance with the City's engineering standards and policies.



that they have made a concerted effort to integrate the A.M.P. with financial planning and municipal budgeting and are making full use of all available infrastructure financing tools.

Commensurate with the above, the City prepared an A.M.P. for its existing assets; however, it did not take into account the financial planning for all future growth-related assets. As a result, the asset management requirement for the D.C. must be undertaken in the absence of this information. It is noted that the City has started work on the Long-Term Financial Plan to align financial sustainability with asset management practices. Future D.C. updates will align the growth-related A.M.P. with the City's Long-Term Financial Plan.

In recognition to the schematic above, the following table (presented in 2023 \$) has been developed to provide the annualized expenditures and revenues associated with new growth. Note that the D.C.A. does not require an analysis of the non-D.C. capital needs or their associated operating costs so these are omitted from the table below. In addition, as all capital costs included in the D.C.-eligible capital costs are not included in the City's A.M.P., the present infrastructure gap and associated funding plan have not been considered at this time. Hence, the following does not represent a fiscal impact assessment (including future tax/rate increases) but provides insight into the potential affordability of the new assets:

1. The non-D.C. recoverable portion of the projects that will require financing from municipal financial resources (i.e., taxation, rates, fees, etc.). This amount has been presented on an annual debt charge amount based on 20-year financing.
2. Lifecycle costs for the D.C. capital works have been presented based on a sinking fund basis. The assets have been considered over their estimated useful lives.
3. Incremental operating costs for the D.C. services (only) have been included.
4. The resultant total annualized expenditures are \$429.45 million.
5. Consideration was given to the potential new taxation and user fee revenues which will be generated as a result of new growth. These revenues will be available to finance the expenditures above. The new operating revenues are





\$123.92 million. This amount, totalled with the existing operating revenues of \$2.20 billion, provide annual revenues of \$2.32 billion by the end of the period.

6. In consideration of the above, the capital plan is deemed to be financially sustainable.

City of Hamilton  
Asset Management – Future Expenditures and Associated Revenues  
2023 \$

Asset Management - Future Expenditures and Associated Revenues	2042 (Total)
<b>Expenditures (Annualized)</b>	
Annual Debt Payment on Non-Growth Related Capital <sup>1</sup>	91,310,282
Annual Debt Payment on Post Period Capital <sup>2</sup>	81,481,515
<b>Lifecycle:</b>	
Annual Lifecycle Costs	<b>\$138,396,460</b>
<b>Incremental Operating Costs (for D.C. Services)</b>	
	\$118,256,969
<b>Total Expenditures</b>	<b>\$429,445,226</b>
<b>Revenue (Annualized)</b>	
Total Existing Revenue <sup>3</sup>	\$2,200,525,250
Incremental Tax and Non-Tax Revenue (User Fees, Fines, Licences, etc.)	\$123,917,846
<b>Total Revenues</b>	<b>\$2,324,443,096</b>

<sup>1</sup> Non-Growth Related component of Projects

<sup>2</sup> Interim Debt Financing for Post Period Benefit

<sup>3</sup> As per Sch. 10 of FIR

Regarding the D.C.A. requirements for asset management for transit services, Ontario Regulation 82/98 (as amended) provides the following:

**8 (3) If a council of a municipality proposes to impose a development charge in respect of transit services, the asset management plan referred to in subsection 10 (2) (c.2) of the Act shall include the following in respect of those services:**



# Appendix B

## Summary of Changes to Water and Wastewater Capital Project Lists



**VIA EMAIL**

March 6, 2024

Watson & Associates Economists Ltd.

West Tower,

2233 Argentia Road Suite 301,

Mississauga, ON

ATTN: **Daryl Abbs, BA, MBE, PLE, Managing Partner**

RE: **Summary of Changes to Water and Wastewater Capital Project List – 2024  
Development Charges (DC) Background Study**

Dear Mr. Abbs,

This memo outlines updates to the Capital Project listing and Development Charges (DC), which was initially finalized in December 2023. The original capital project list and associated development charges for water and wastewater projects have been revised due to recent discussions with City staff. Ongoing evaluations and discussions with the City staff have identified opportunities for enhancements and adjustments to align more closely with the City's evolving priorities and challenges.

**Key Changes Overview**

**1. Integration of Light Rail Transit (LRT) - Related Provisions**

In response to the anticipated impact of the LRT project, City have budgeted for water and wastewater projects which was not included as part of the original water and wastewater DC capital program. The revised capital project list includes a \$5.25M city-wide water project and a \$5.25M city-wide wastewater project.

**2. Development Charges Reduction**

- City-Wide Water Projects: Reflecting a \$8M reduction in DC in accordance with Funding Methodology and Development Financial Policies.
- City-Wide Wastewater Projects: Reflecting a \$10M reduction in DC in accordance with Funding Methodology and Development Financial Policies.

**3. Project Removals**

- City-Wide Water Projects: Following additional project review, two projects have been removed from the city-wide water capital projects list as these projects are no longer required for the growth period of this DC. The projects are **CW1-W-23** and **CW14-W-23**.

- City-Wide Wastewater Projects: Similarly, two projects have been removed from city-wide wastewater capital projects list as these projects are no longer required for the growth period of this DC. The projects are: **CW4-S-23** and **CW18-S-23**.

The updated water and wastewater city-wide project lists are attached in the Appendix.

### **Conclusion**

The updates to the Capital Project Listing, precipitated by recent discussions with City staff, represent a proactive approach to infrastructure planning and development. These changes ensure that the City's capital projects are better aligned with strategic objectives, operational efficiency, and community needs.

Yours truly,

GM BLUEPLAN ENGINEERING LIMITED

Per:

A handwritten signature in blue ink that reads 'Mark Zamojc'.

Mark Zamojc, P.Eng.



PEOPLE | ENGINEERING | ENVIRONMENTS

# APPENDIX

## UPDATED CITY-WIDE W/WW PROJECT LISTS

GUELPH | OWEN SOUND | LISTOWEL | KITCHENER | LONDON | HAMILTON | GTA

ROYAL CENTRE, 3300 HIGHWAY NO. 7, SUITE 402, VAUGHAN, ON L4K 4M3 P: 416-703-0667 F: 416-703-2501 WWW.GMBLUEPLAN.CA

TABLE F-2 - WATER CAPITAL PROGRAM - CITYWIDE

Area	Planning Period	Project ID	Project	Description	2023 Estimated Total Cost	Direct Developer Contribution	City Cost Share	Post Period Benefit	Development Charges (\$2023)	2019-2023 Change Details
City Wide Projects	0 to 5 years	CW2-W-23	Regional Subdivider's Share for Local Improvements		\$ 1,618,318	\$ -	\$ -	\$ -	\$ 1,618,318	Updated cost - inflation only
City Wide Projects	0 to 5 years	CW3-W-23	Intensification Infrastructure Upgrades - Water (0-5 years)	Upgrades to existing infrastructure to accommodate intensification	\$ 20,909,000	\$ -	\$ 10,454,000	\$ -	\$ 10,455,000	Updated cost - inflation only
City Wide Projects	0 to 5 years	CW15-W-23	Large diameter and cut-in valves on existing watermains		\$ 1,958,000	\$ -	\$ -	\$ -	\$ 1,958,000	Updated cost - inflation only
City Wide Projects	0 to 5 years	CW24-W-23	Freelton Well (FDF01) Capacity Increase	Increase the capacity of the Freelton municipal well in order to meet the ultimate water demand of the Freelton Rural Settlement Area	\$ 4,920,467	\$ -	\$ 417,000	\$ -	\$ 4,503,467	Updated cost - inflation only
City Wide Projects	6 years to UBBO	CW4-W-23	Intensification Infrastructure Upgrades - Water	Upgrades to existing infrastructure to accommodate intensification	\$ 20,908,500	\$ -	\$ 10,454,250	\$ -	\$ 10,454,250	Updated cost - inflation only
City Wide Projects	6 years to UBBO	CW11-W-23	Locke St Watermain	Locke St from Barton St to Main St (1500 m; 500 mm)	\$ 5,985,000	\$ -	\$ -	\$ -	\$ 5,985,000	Updated cost - inflation only
City Wide Projects	6 years to UBBO	CW25-W-23	LRT Related	LRT Related W Capital Projects	\$ 5,250,000	\$ -	\$ -	\$ -	\$ 5,250,000	City provided estimate
Sub-Total					\$ 61,549,285	\$ -	\$ 21,325,250	\$ -	\$ 40,224,035	
<b>\$8M Reduction in Development Charges for Local Servicing Cost (Non-Trunk)</b>					\$ -	\$ -	\$ -	\$ -	\$ (8,000,000.00)	\$8M reduction for local servicing cost (non-trunk) in accordance with Funding Methodology and Financial Policies
<b>Total</b>					\$ 61,549,285	\$ -	\$ 21,325,250	\$ -	\$ 32,224,035	

W:\GTA\717000\717010 Hamilton- W,WW.SW Master Plans\5 Work in Progress\2023 DC Update\Capital Program\Final\717010 240228 - W Projects\_Updated\_Methodology\_Final\_v4.xlsx\WATER CITYWIDE

TABLE F-4 - WASTEWATER CAPITAL I WASTEWATER CAPITAL PROGRAM-CITYWIDE

Area	Planning Period	Project ID	Project	Description	Estimated Total Cost (\$2023)	Capital Budget List	Direct Developer Contribution	City Cost Share	Post Period Benefit	Development Charges (\$2023)	2019-2023 Change Details
City Wide Projects	0 to 5 years	CW1-S-23	Flow Monitoring	Total cost over a period of 2 - 2.5 years. Study being undertaken to know various flow characteristics to calibrate the Sanitary Sewer Model to assist the Master Planning Study	\$ 3,250,000		\$ -	\$ 1,625,000	\$ -	\$ 1,625,000	Updated cost based on rate of \$1.3mil/yr, provided by city
City Wide Projects	0 to 5 years	CW2-S-23	I/I Reduction Program	Program to free up extra capacity within the existing sewers - costs over five years	\$ 2,194,000		\$ -	\$ 1,097,000	\$ -	\$ 1,097,000	Updated cost - inflation only
City Wide Projects	0 to 5 years	CW5-S-23	Land requirement for new sewage pumping stations and easements	Areas for SPS footprints and easements- 5 Ha	\$ 852,000		\$ -	\$ -	\$ -	\$ 852,000	Updated cost - inflation only
City Wide Projects	0 to 5 years	CW6-S-23	Intensification Infrastructure Upgrades - Wastewater (0-5 years)	Upgrades to existing infrastructure to accommodate intensification	\$ 20,909,000	\$ 2,400,000	\$ -	\$ 10,455,000	\$ -	\$ 10,454,000	Updated cost - inflation only
City Wide Projects	0 to 5 years	CW15-S-23	Hwy 403 Trunk sewer twinning - Phase 1	MIP to Main-King	\$ 15,000,000		\$ -	\$ -	\$ -	\$ 15,000,000	Updated cost .using estimate provided by city
City Wide Projects	0 to 5 years	CW19-S-23	Regional Subdivider's Share for Local Improvements		\$ 358,000		\$ -	\$ -	\$ -	\$ 358,000	
City Wide Projects	6 years to UBBO	CW7-S-23	Intensification Infrastructure Upgrades - Wastewater	Upgrades to existing infrastructure to accommodate intensification	\$ 20,909,000	\$ 2,400,000	\$ -	\$ 10,455,000	\$ -	\$ 10,454,000	Updated cost - inflation only
City Wide Projects	6 years to UBBO	CW16-S-23	Hwy 403 Trunk sewer twinning - Phase 2	Royal CSO to MIP	\$ 10,672,000		\$ -	\$ -	\$ -	\$ 10,672,000	awaiting cost, currently inflated from 2019 DC report
City Wide Projects	6 years to UBBO	CW23-S-23	LRT Related	LRT Related WW Capital Projects	\$ 5,250,000		\$ -	\$ -	\$ -	\$ 5,250,000	City provided estimate
Sub-Total					\$ 79,394,000		\$ -	\$ 23,632,000	\$ -	\$ 55,762,000	
<b>\$10M Reduction in Development Charges for Local Servicing Cost (Non-Trunk)</b>					\$ -		\$ -	\$ -	\$ -	\$ (10,000,000)	\$10M reduction for local servicing cost (non-trunk) in accordance with Funding Methodology and Financial Policies
<b>Total</b>					\$ 79,394,000		\$ -	\$ 23,632,000	\$ -	\$ 45,762,000	

W:\GTA\717000\717010 Hamilton- W,WW.SW Master Plans\5 Work in Progress\2023 DC Update\Capital Program\Final\717010 240228- WW Projects\_Updated\_Methodology\_Final\_v5.xlsx\WASTEWATER CITYWIDE



# Appendix C

## Summary of Changes to Stormwater Capital Project Lists





March 6, 2024

Daryl Abbs, BA (Hons), MBE, PLE  
Managing Partner, Watson & Associates Economists Ltd.  
2233 Argentia Rd., Suite 301  
Mississauga, ON L5N 2X7

Dear Mr. Abbs:

**Subject: Summary of Changes to Stormwater Capital Project List – 2024 Development Charges Update, Stormwater Background Study**

This memo outlines updates to the Stormwater Capital Project listing in the 2024 Development Charges (DC) Update, Stormwater (SW) Background Study, which was initially finalized in December 2023. The original capital project list and associated development charges for stormwater management (quality and/or quantity) facilities have been revised due to recent discussions with City staff.

City Finance staff confirmed two (2) projects that have been funded and can be removed from the project listing. These projects are quality / quantity SWM facilities in the Stoney Creek – Mountain (SCM) development area and they are listed below with the net total associated costs that were determined in the original December 2023 version of the 2024 DC Background Study:

- SCM 18, \$3,630,000
- SCM 2, \$5,914,074

These projects have been removed in Appendix G-1: Category C – Stormwater Management (Quality and/or Quantity) Facilities of the Revised March 2024 version of the 2024 DC Update SW Background Study with the revised total costs recalculated in Appendix G.1: Summary of Stormwater Service Costs (GRIDs excluded) and Appendix G.1: Summary of Stormwater Service Costs (GRIDs included) and as summarized in Table G.3 of the revised report. The updated Appendix G-1 tables are attached.

### **Conclusion**

The updates to the Capital Project Listing, precipitated by recent discussions with City staff, represent a proactive approach to infrastructure planning and development. These changes ensure that the City's capital projects listing is accurate and up to date.

Yours sincerely,

Per: Brad Kargus, P.Eng.  
Senior Water Resources Engineer  
WSP Canada Inc.

Per: Ron Scheckenberger, M.Eng., P.Eng.  
President  
Scheckenberger & Associates Ltd.

WSP Canada Inc.  
3450 Harvester Road – Suite 100  
Burlington, ON L7N 3W5

T: +1 905-335-2353  
wsp.com

**APPENDIX G-1: CATEGORY C - STORMWATER MANAGEMENT (QUALITY AND OR QUANTITY) FACILITIES RESIDENTIAL**

Category		Project Title		Year	Drainage Area (ha)	Purpose	Status	SWMF Drainage Work										Growth Related %	Net Growth/Total Associated Cost (\$)	Existing Benefit	Direct Developer Contribution (\$)	Non-Res Area Fraction Cost (\$)	Net Total Associated Cost (\$)	Remarks	Other Changes From 2019 Study			
Primary Dev. Areas	Secondary	SWMF #						Type of Work	Location of Work	Type	Description	Total Volume (m3)	Estimated Footprint 4% (ha)	Estimated Footprint 6% (ha)	Study/Draft Plan Footprint (ha)	Footprint (ha)	Land Cost									Estimated Capital Cost (\$)	Estimated Total Cost Including Land	
ANC	C	7	Gamer Neighbourhood Master Drainage Plan - Ancaster	July, 1996 Rev. Nov. 2003	10.4	MDP addressing drainage related issues for existing and future development	Not complete	Proposed Quality Facility #1: Extended detention wetland	Between proposed Highway 6 (new) interchange corridor and the existing development	Quality	Storage Capacity =	910	0.42		0.42	1,104,278	101,476	1,205,754	100	1,205,754	-	-	-	1,205,754		land values updated		
ANC	C	14	Meadowlands Phase IV		6		Not complete		Springbrook at Gamer	Quality / Quantity	Storage Capacity =	2,110		0.36	0.60	0.60	1,592,708	235,286	1,827,994	100	1,827,994	-	-	-	1,827,994	increase land to 10% due to known grade constraint	land values updated	
ANC	C	22	Woodland Manor Preliminary SWM Report	Jul-08	15.3	SWM Plan for proposed urban development	Not complete	SWMF	Sulpher Springs Road and Mansfield Drive	Quality / Quantity	Storage Volume =	13,289		0.92		0.92	2,436,844	1,103,378	3,540,221	100	3,540,221	-	-	-	3,540,221		land values updated	
ANC	C	24	Miller's pond expansion		5		Not complete	SWMF	Shaver Road and Gamer Road	Quality		3,600	0.20			0.20	530,903	401,443	932,346	100	932,346	-	-	-	932,346		land values updated	
ANC	C	25	Golf Stream Manor		36		Not complete			Quality / Quantity		25,920	1.44			1.44	3,822,500	1,807,610	5,630,109	100	5,630,109	-	-	-	5,630,109		land values updated	
ANC	R	3	N/A	N/A	31.34	Flood Control	Not complete	Future Retrofit	Galley Crt & Speers Rd	Quality					0.00	-	443,100	443,100	30	132,930	310,170	-	-	-	132,930			
ANC	R	22	N/A	N/A	2.19	Flood Control	Not complete	Future Retrofit	Harrington Place and Lover's Lane	Quality					0.00	-	422,000	422,000	50	211,000	211,000	-	-	-	211,000			
ANC	R	70	Drainage Report - The Meadowlands	N/A	296.9		Not complete	Future Retrofit	Hwy 403 and Golf Links Rd	Quality					0.00	-	4,135,600	4,135,600	40	1,654,240	2,481,360	-	-	-	1,654,240			
ANC	R	71	Drainage Report - The Meadowlands	N/A	42.51		Not complete	Future Retrofit	Golf Links Rd and Meadowlands Blvd	Quality					0.00	-	601,350	601,350	40	240,540	360,810	-	-	-	240,540			
ANC	R	72	Drainage Report - The Meadowlands	N/A	18.03		Not complete	Future Retrofit	Golf Links Rd. and Meadowlands Blvd.	Quality					0.00	-	422,000	422,000	40	168,800	253,200	-	-	-	168,800			
BMH	C	24	Ceterini	2013	15		Not complete	SWMF	Binbrook Rd west of Woodland	Quality / Quantity	Storage Capacity =	9,400		0.90		0.90	2,121,383	886,515	3,007,897	100	3,007,897	-	-	-	3,007,897		land values updated	
BMH	C	21	Master Drainage Plan Update Report - Binbrook Settlement Area	Oct. 2006	31	additional facility adjacent to the watercourse	Not complete	SWMF		Quality / Quantity	Storage Capacity =	19,376		1.86		1.86	4,384,191	1,442,768	5,826,959	100	5,826,959	-	-	-	5,826,959		land values updated	
BMH	C	20	Binbrook Settlement Area	2013	22.72	MacNeilly facility	Not complete	SWMF	Area draining to the south west near Fletcher Road	Quality / Quantity	Storage Capacity =	19,201		1.36	1.80	1.80	4,242,765	1,432,969	5,675,734	100	5,675,734	-	-	-	5,675,734		land values updated	
HAM	C	12	Hannon Creek SWS - North Glanbrook Industrial Business Park MDP	Nov. 2008	10		Not complete	SWMF	Upper Gage/Terrn in tandem with HAM29	Quality / Quantity	Storage volume =	8,817		0.40		0.40	942,837	853,992	1,796,829	100	1,796,829	-	-	-	1,796,829		land values updated	
HAM	C	28	305 Stone Church Road West	2011	33.29	SWM Plan for proposed urban development	Not complete	SWMF	NE limit of development	Quality / Quantity	Storage volume =	20,382		2.00		2.00	4,708,055	2,056,374	6,764,429	100	6,764,429	-	-	-	6,764,429	estimated 10,000 m3 rock	land values updated	
HAM	C	29	Miles	2011	42	SWM Plan for proposed urban development	Not complete	SWMF	NE limit of development	Quality / Quantity	Storage volume =	30,240		2.52		2.52	5,939,871	2,745,425	8,685,297	100	8,685,297	-	-	-	8,685,297	estimated 12500 m3 rock	land values updated	
HAM	C	30	St Elizabeth expansion	2013	50	SWM facility expansion	Not complete	SWMF	expand for new development	Quality / Quantity	Storage volume =	38,000				0.00	-	2,481,142	2,481,142	100	2,481,142	-	-	-	2,481,142			
HAM	C	31	Upper Wellington and Stonechurch		14		Not complete	SWMF	SW corner of Upper Wellington and Stonechurch Rd	Quality / Quantity	Extended Detention Pond	11,263		0.84	1.40	1.40	3,299,929	1,255,986	4,555,915	100	4,555,915	-	-	-	4,555,915	increase land to 10% due to known grade constraint: estimated 7000 m3 in rock	land values updated	
HAM	R	55	Villages of Glancaster	Jul. 1990	77.63	Flood Control	Not complete	Future Retrofit	Twenty Rd and Garth St	Quality		-	3.11			3.11	7,319,242	1,086,650	8,405,892	80	6,724,713	1,681,178	-	-	-	6,724,713		land values updated
SCL	C	2	SCUBE Subwatershed Study (Phase 3)	May-13	26.4	Stormwater management strategy	Not complete	SWMF	WC6 south of Barton West	Quantity / Quality	wet pond #3	13,216		1.58	2.64	2.64	6,222,722	1,099,285	7,322,008	100	7,322,008	-	-	-	7,322,008	increase land to 10% due to known grade constraint	land values updated	
SCL	C	3	SCUBE Subwatershed Study (Phase 3 - Block 2)	Sep-18	16.4	Stormwater management strategy	Not complete	SWMF	WC6.1 south of Barton West	Quantity / Quality	wet pond for 6.0	10,331		0.98	1.64	1.64	3,865,631	938,429	4,804,060	100	4,804,060	-	-	-	4,804,060	increase land to 10% due to known grade constraint	land values updated	
SCL	C	31	SCUBE Subwatershed Study (Phase 3 - Block 2)	Sep-18	27.6	Stormwater management strategy	Not complete	SWMF	WC6.1 south of Barton West	Quantity / Quality	wet pond for 6.1	18,115		1.66	2.76	2.76	6,505,573	1,372,434	7,878,007	100	7,878,007	-	-	-	7,878,007	increase land to 10% due to known grade constraint	land values updated	
SCL	C	12	SCUBE Subwatershed Study (Phase 3)	May-13	54	Stormwater management strategy	Not complete	SWMF	SCUBE Central	Quantity / Quality	wet pond #9-2	34,060		3.24	5.40	5.40	12,728,296	2,261,463	14,989,759	100	14,989,759	-	-	-	14,989,759	increase land to 10% due to known grade constraint	land values updated	
SCL	C	13	SCUBE Subwatershed Study (Phase 3)	May-13	23.1	Stormwater management strategy	Not complete	SWMF	SCUBE Central	Quantity / Quality	wet pond #9-3	14,592		1.39	2.31	2.31	5,444,882	1,176,006	6,620,888	100	6,620,888	-	-	-	6,620,888	increase land to 10% due to known grade constraint	land values updated	

ANC: Ancaster  
 BMH: Binbrook / Mount Hope  
 HAM: Hamilton Mountain  
 SCL: Stoney Creek - Lower  
 SCM: Stoney Creek - Mountain  
 WAT: Watford

**APPENDIX G-1: CATEGORY C - STORMWATER MANAGEMENT (QUALITY AND OR QUANTITY) FACILITIES RESIDENTIAL**

Category		SWMF #	Project Title	Year	Drainage Area (ha)	Purpose	Status	SWMF/ Drainage Work											Growth Related %	Net Growth/Total Associated Cost (\$)	Existing Benefit	Direct Developer Contribution (\$)	Non-Res Area Fraction Cost (\$)	Net Total Associated Cost (\$)	Remarks	Other Changes From 2019 Study				
Primary Dev. Areas	Secondary							Type of Work	Location of Work	Type	Description	Total Volume (m3)	Estimated Footprint 4% (ha)	Estimated Footprint 6% (ha)	Study/Draft Plan Footprint (ha)	Footprint (ha)	Land Cost	Estimated Capital Cost (\$)									Estimated Total Cost Including Land			
SCL	C	29	SCUBE Subwatershed Study (Phase 3)	May-13	39.8	Stormwater management strategy	Not complete	SWMF	WC5 south of Barton West	SCUBE	Quantity / Quality	wet pond #1	19,417		2.39	3.98	3.98	9,381,226	1,445,028	10,826,254	100	10,826,254	-	-	-	10,826,254	Increase land to 10% due to known grade constraint	land values updated		
SCL	C	30	SCUBE Subwatershed Study (Phase 3)	May-13	24.5	Stormwater management strategy	Not complete	SWMF	WC5 south of Barton West	SCUBE	Quantity / Quality	wet pond #2	12,773		1.47	2.45	2.45	5,774,875	1,074,585	6,849,460	100	6,849,460	-	-	-	6,849,460	Increase land to 10% due to known grade constraint	land values updated		
SCL	R	16	Lake Vista			Stormwater quality and associated resource management	Not complete	Storm outfall retrofit	Lake Vista		Quality	OSS					0.00	-	50,000	50,000	100	50,000	-	-	-	50,000				
SCL	R	18	Stormwater Quality Management Strategy Stoney Creek Master Plan	2004	27.2	Stormwater quality and associated resource management	Not complete	Storm outfall retrofit	BFC, Little League Park, Queenston Rd.		Quality	Wetland	2,413				0.00	-	269,078	269,078	100	269,078	-	-	-	269,078				
SCL	R	19	Stormwater Quality Management Strategy Stoney Creek Master Plan	2004	33	Stormwater quality and associated resource management	Not complete	Storm outfall retrofit	BFC, Lake Ave. Park, Huckleberry Dr.		Quality	Wetland	2,582				0.00	-	287,924	287,924	100	287,924	-	-	-	287,924				
SCL	R	20	Stormwater Quality Management Strategy Stoney Creek Master Plan	2004	77	Stormwater quality and associated resource management	Not complete	Storm outfall retrofit	North of Barton St.		Quality	Wetland	6,724				0.00	-	737,317	737,317	100	737,317	-	-	-	737,317				
SCL	R	21	Stormwater Quality Management Strategy Stoney Creek Master Plan	2004	20.5	Stormwater quality and associated resource management	Not complete	Storm outfall retrofit	Lake Avenue, Warrington St.		Quality	Wetland	1,923				0.00	-	214,438	214,438	100	214,438	-	-	-	214,438				
SCM 18 has been funded and is removed from this list with costs updated accordingly.																														
SCM	C	21	Davis CK SWS - Nash Nhd		21		Not complete	SWMF	North limit of First Road W. at west side OH lands		Quantity / Quality	Extended Detention Pond	15,395		1.26	1.26	2,969,936	1,220,770	4,190,706	100	4,190,706	-	-	-	4,190,706		land values updated			
SCM	C	22	Davis CK SWS - Nash Nhd		15		Not complete	SWMF	North limit of First Road W. at east side		Quantity / Quality	Extended Detention Pond	11,425		0.90	0.90	2,121,383	999,421	3,120,803	100	3,120,803	-	-	-	3,120,803		land values updated			
SCM 2 has been funded and is removed from this list with costs updated accordingly.																														
SCM	C	6	Montgomery Creek Nash Orchards		22.49		Not complete				Quality / Quality		17,436	0.90	1.35	1.35	3,182,074	1,334,561	4,516,635	100	4,516,635	-	-	-	4,516,635		land values updated			
SCM	C	17	Montgomery Creek Community Functional SWM	Nov. 2008	30	Functional Service Plan for proposed urban development	Not complete	SWMF	SW corner Mud St. and Upper Centennial PKWY.		Quantity / Quality	Storage volume =	20,300		1.80	1.87	1.87	4,407,762	1,494,250	5,902,011	100	5,902,011	-	-	1,475,503	4,426,509		land values updated		
SCM	R	65	N/A	N/A	15.2		Not complete	Future Retrofit	Hwy 20 and Highland Rd		Quality					0.00	-	422,000	422,000	30	126,600	295,400	-	-	-	126,600				
SCM	R	67	Deerfield Estate Phase 1	Apr. 1991	19.8		Complete?	Future Retrofit	Rymal Rd E and Whiteder Rd.		Quality					0.00	-	422,000	422,000	50	211,000	211,000	-	-	-	211,000				
SCM	R	69	Heritage Green Valley Park Stage II	Sept. 1990	83.9		Not complete	Future Retrofit	Winter Drive and Paramount Drive		Quality					0.00	-	1,160,500	1,160,500	50	580,250	580,250	-	-	-	580,250				
WAT	C	1	MtView Heights/Waterdown Bay Phase 2	Jul-13	12.43	To guide future development and management of the South Waterdown lands	Not complete	SWMF	Grindstone Creek - East Tributary 58 (Northwest)		Quantity / Quality	Storage Capacity =	13,509				0.00	-		3,400,000	100	3,400,000	-	-	-	3,400,000	cost estimate including land, from developer, 2018			
WAT	C	6	MtView Heights	Jul-13	5.66	To guide future development and management of the South Waterdown lands	Not complete	SWMF	Salem Property		Quantity / Quality	Storage Capacity =	16,754	0.34	0.34	800,468	1,296,550	2,097,018	100	2,097,018	-	-	-	2,097,018		land values updated				
WAT	C	19	Waterdown North Master Drainage Plan	Feb. 2007	9.7	Assess proposed expansion for the urban settlement area of Waterdown	Not complete	SWMF for quality and erosion control	Along Borer's Creek, NW of Centre Road and Parkside Road intersection		Quality/Erosion	Storage Capacity =	5,918		1.75	1.75	4,124,911	659,939	4,784,850	100	4,784,850	-	-	-	4,784,850	footprint estimated June 1, 2011 by Metropolitan City agreed hazard land impacts price \$175,000/acre	land values updated			
U	C	U1	Unidentified			provisional item for unidentified SWM works	Not complete				Quantity / Quality						-	5,000,000	5,000,000	100	5,000,000	-	-	-	5,000,000					
U	C	U2	Intills			to include provision for LID infrastructure cost recovery	Not complete				Quantity / Quality						-	1,500,000	1,500,000	100	1,500,000	-	-	-	1,500,000					
U	C	U3	Frontage Costs			estimate of road frontage costs for 38 residential SWM facilities (Retrolis and Unidentified facilities excluded)	Not complete				Quantity / Quality	120m * \$2091/m per facility (\$1500 increased by 39.39%)					-	9,534,276	9,534,276	100	9,534,276	-	-	-	9,534,276					
U	C	U4	Land Footprint Contingency			estimate that 10 facilities will exceed the estimated land footprint by 20%	Not complete				Quantity / Quality	Land Cost increased by 25/20 to account for 25% larger footprint instead of 20% and also increased by 39.39% from 2019.					6,098,313		6,098,313	100	6,098,313	-	-	-	6,098,313					
U	C	U5	Facility Unidentified Volume Contingency			estimate that 1/10 facilities will exceed the estimated volume by 10%	Not complete				Quantity / Quality	Estimated Capital Cost increased by 39.39% from 2019.						4,390,785	4,390,785	100	4,390,785	-	-	-	4,390,785					
U	C	U6	Facility Unidentified Volume Contingency			estimate that 1/10 facilities will encounter unanticipated 9000 m3 rock	Not complete				Quantity / Quality	Estimated Capital Cost increased by 39.39% from 2019.						3,813,710	3,813,710	100	3,813,710	-	-	-	3,813,710	per development engineering				
U	C	U7	Unidentified - Within Combined Sewershed			under study - estimate 3 projects will result in SWM facilities @ \$2M each	Not complete		combined sewershed		Quantity / Quality							8,363,400	8,363,400	100	8,363,400	-	-	-	8,363,400	per development engineering				
<b>Total Residential</b>													<b>439,391</b>							<b>116,073,555</b>	<b>76,453,214</b>	<b>195,926,769</b>	<b>95.99</b>	<b>189,542,401</b>	<b>6,384,388</b>	<b>0</b>	<b>1,475,503</b>	<b>188,066,898</b>		

**APPENDIX G-1: CATEGORY C - STORMWATER MANAGEMENT (QUALITY AND OR QUANTITY FACILITIES) NON-RESIDENTIAL - NOTE: FOR INFORMATION ONLY - NON-RES FACILITIES NOT INCLUDED IN DC CHARGE**

Category		SWMF #	Project Title	Year	Drainage Area (ha)	Purpose	Status	SWMF/ Drainage Work		Type	Description	Total Volume (m3)	Estimated Footprint 4% (ha)	Estimated Footprint 6% (ha)	Study/Draft Plan Footprint (ha)	Footprint (ha)	Land Cost (\$)	Estimated Capital Cost (\$)	Estimated Total Cost Including Land	Growth Related %	Net Growth/Total Associated Cost (\$)	Existing Benefit	Direct Developer Contribution (\$)	Residential Area Fraction Cost (\$)	Net Total Associated Cost (\$)	Remarks	Remarks	
Primary Dev. Areas	Secondary							Type of Work	Location of Work																			
ANC	C	11	Ancaster Industrial Park, Stormwater Detention Facilities Area No. 1,3 and 4	July, 1990	8.2		Not complete			Quantity	2,187	0.33			0.33	870,681	243,833	1,114,514	0	-	-	1,114,514	-	-				
ANC	C	23	Trustwood Industrial Park east facility	Dec-07	30	Functional Servicing Report industrial	Not complete	SWMF	west of Shaver	Quality / Quantity	21,600		1.80	3.00	3.00	7,963,541	1,566,744	9,530,285	0	-	-	9,530,285	-	-	Increase land to 10% due to known grade constraint	Increase land to 10% due to known grade constraint		
ANC	C	27	Trustwood Industrial Park west facility		19	Functional Servicing Report industrial	Not complete	SWMF	west of Shaver	Quality / Quantity	5,185		1.14		1.14	3,026,146	578,138	3,604,284	0	-	-	3,604,284	-	-				
BMH	C	9	Future Planned Non-Residential Development		25		Not complete	SWMF		Quality / Quantity	6,667		1.50		1.50	3,536,638	734,111	4,269,749	0	-	-	4,269,749	-	-				
BMH	C	11	Future Planned Non-Residential Development		36		Not complete	SWMF		Quality / Quantity	9,600		2.16		2.16	5,091,318	897,658	5,988,977	0	-	-	5,988,977	-	-				
BMH	C	12	Future Planned Non-Residential Development		20		Not complete	SWMF		Quality / Quantity	5,333		1.20		1.20	2,828,510	594,716	3,423,226	0	-	-	3,423,226	-	-				
BMH	C	13	Future Planned Non-Residential Development		26		Not complete	SWMF		Quality / Quantity	6,933		1.56		1.56	3,677,063	748,979	4,426,043	0	-	-	4,426,043	-	-				
BMH	C	15	Future Planned Non-Residential Development		40		Not complete	dry pond		Quantity	10,666	1.60			1.60	3,771,347	957,130	4,728,477	0	-	-	4,728,477	-	-				
BMH	C	16	Future Planned Non-Residential Development		15		Not complete	dry pond		Quantity	4,000	0.60			0.60	1,414,255	446,037	1,860,292	0	-	-	1,860,292	-	-				
BMH	R	53	Greater Hamilton Airport Business Park	Oct, 1991	11.65	Quality control facility	Not complete	Quality	Hwy 6 & Dickenson Rd W	Quality					0.00	-	422,000	422,000	0	-	-	-	-	-	-			
HAM	C	11	Hannon Creek SWS - North Glanbrook Industrial Business Park MDP	Mar-09	108.7	Develop a Master Drainage Plan for the Hannon Creek Subwatershed	Not complete	SWMF	HC3	Quality / Quantity	59,291		6.52	4.10	4.10	9,664,077	3,668,268	13,332,344	0	-	-	13,332,344	940,084	940,084				
HAM	C	13	Hannon Creek SWS - North Glanbrook Industrial Business Park MDP	Mar-09	36	Develop a Master Drainage Plan for the Hannon Creek Subwatershed	Not complete	SWMF	TM3	Quality / Quantity	19,357		2.16	1.85	1.85	4,360,620	1,441,670	5,802,289	0	-	-	5,802,289	-	-				
HAM	C	14	Hannon Creek SWS - North Glanbrook Industrial Business Park MDP	Mar-09	46.3	Develop a Master Drainage Plan for the Hannon Creek Subwatershed	Not complete	SWMF	HC6	Quality / Quantity	23,889		2.78	2.09	2.09	4,926,322	1,694,361	6,620,683	0	-	-	6,620,683	-	-				
HAM	C	15	Hannon Creek SWS - North Glanbrook Industrial Business Park MDP	Mar-09	71.3	Develop a Master Drainage Plan for the Hannon Creek Subwatershed	Not complete	SWMF	HC7	Quality / Quantity	40,430		4.28	3.11	3.11	7,330,556	2,616,649	9,947,205	0	-	-	9,947,205	-	-				
HAM	C	16	Hannon Creek SWS - North Glanbrook Industrial Business Park MDP	Mar-09	21.6	Develop a Master Drainage Plan for the Hannon Creek Subwatershed	Not complete	SWMF	HC8	Quality / Quantity	18,647		1.30	2.00	2.00	4,714,184	1,402,088	6,116,272	0	-	-	6,116,272	-	-				
HAM	C	17	Hannon Creek SWS - North Glanbrook Industrial Business Park MDP	Mar-09	14.1	Develop a Master Drainage Plan for the Hannon Creek Subwatershed	Not complete	SWMF	HC9	Quality / Quantity	12,503		0.85	1.54	1.54	3,629,921	1,059,554	4,689,475	0	-	-	4,689,475	-	-				
HAM	C	18	Hannon Creek SWS - North Glanbrook Industrial Business Park MDP	Mar-09	19.2	Develop a Master Drainage Plan for the Hannon Creek Subwatershed	Not complete	SWMF	HC12	Quality / Quantity	12,775		1.15	1.60	1.60	3,771,347	1,074,690	4,846,037	0	-	-	4,846,037	-	-				
HAM	C	20	Hannon Creek SWS - North Glanbrook Industrial Business Park MDP	Mar-09	40.7	Develop a Master Drainage Plan for the Hannon Creek Subwatershed	Not complete	SWMF	HC14	Quality / Quantity	30,739		2.44	2.72	2.72	6,411,290	2,076,273	8,487,563	0	-	-	8,487,563	-	-				
HAM	C	21	Hannon Creek SWS - North Glanbrook Industrial Business Park MDP	Mar-09	16.6	Develop a Master Drainage Plan for the Hannon Creek Subwatershed	Not complete	SWMF	TM1a	Quality / Quantity	7,586		1.00	0.75	0.75	1,767,819	785,354	2,553,173	0	-	-	2,553,173	-	-				
HAM	C	22	Hannon Creek SWS - North Glanbrook Industrial Business Park MDP	Mar-09	16.6	Develop a Master Drainage Plan for the Hannon Creek Subwatershed	Not complete	SWMF	TM1b	Quality / Quantity	7,586		1.00	0.75	0.75	1,767,819	785,354	2,553,173	0	-	-	2,553,173	-	-				
HAM	C	23	Hannon Creek SWS - North Glanbrook Industrial Business Park MDP	Mar-09	35.5	Develop a Master Drainage Plan for the Hannon Creek Subwatershed	Not complete	SWMF	TM2	Quality / Quantity	18,508		2.13	1.78	1.78	4,195,623	1,394,342	5,589,966	0	-	-	5,589,966	-	-				
SCL	C	10	Stormwater Quality Management Strategy, City of Stoney Creek - Master Plan	2004	63	Stormwater quality and associated resource management	Not complete	Proposed SWMF/Quality	Area P/G: S.W of Lewis & S. Service Rd.	Quality / Quantity	17,897		3.78		3.78	8,909,807	1,360,256	10,270,063	0	-	-	10,270,063	-	-				
SCL	C	17	SCUBE Subwatershed Study (Phase 3)	May-13	11.8	Stormwater management strategy	Not complete	SWMF	Fifty Creek east	Quality / Quantity	8,969		0.71		0.71	1,668,821	862,490	2,531,311	0	-	-	2,531,311	-	-				
SCL	C	23	SCUBE Subwatershed Study (Phase 3)	May-13	14.5	Stormwater management strategy	Not complete	SWMF	Fifty Creek west	Quality / Quantity	11,013		0.87		0.87	2,050,670	976,455	3,027,125	0	-	-	3,027,125	-	-				
SCL	R	82	Glover Industrial Park Phase 2B	Jan, 1989	2.05	Flood Control	Not complete	Future Retrofit	Arvin Av. / Glover Rd	Quality					0.00	-	422,000	422,000	0	-	-	337,600	84,400	-	-			
SCM	C	19	Future Planned Industrial Development		14	westerly portion	Not complete			Quality / Quantity	10,080		0.84		0.84	1,979,957	924,434	2,904,392	0	-	-	2,904,392	-	-				
WAT	C	12	Clappison Industrial Park		60	Quality only	Not complete	SWMF	to be determined	Quality / Quantity	21,100		3.60		3.60	9,556,250	1,538,843	11,095,093	0	-	-	11,095,093	-	-				
WAT	R	35	Tech Park	Feb, 1994	15.66	Quality and Flood Control	Not complete	Future Retrofit	Hwy 6 & Hwy 5	Quality					0.00	-	422,000	422,000	0	-	-	337,600	84,400	-	-			
U	C	UNR	Unidentified			provisional item for unidentified non-res SWM works with residential component	Not complete		open	Quality / Quantity					0.00	-	10,000,000	10,000,000	0	-	-	10,000,000	-	-				
<b>Total Non-Residential</b>											<b>392,538</b>						<b>108,883,581</b>	<b>41,694,428</b>	<b>150,578,009</b>	<b>0.62</b>	<b>0</b>	<b>3,579,592</b>	<b>146,998,417</b>	<b>940,084</b>	<b>940,084</b>			
<b>Grand Total</b>											<b>831,929</b>						<b>TOTAL =</b>	<b>224,957,157</b>	<b>118,147,642</b>	<b>346,504,778</b>	<b>54.55</b>	<b>189,542,401</b>	<b>9,963,960</b>	<b>146,998,417</b>	<b>2,415,586</b>	<b>189,006,982</b>		

ANC: Ancaster  
 BMH: Binbrook / Mount Hope  
 HAM: Hamilton Mountain  
 SCL: Stoney Creek - Lower  
 SCM: Stoney Creek - Mountain  
 WAT: Watford

**City of Hamilton**  
**APPENDIX G.1: Summary of Stormwater Service Costs**  
**(GRIDS excluded)**

**Total Residential and Non-Residential**

<b>Category</b>	<b>Gross Estimated Cost</b>	<b>DC Eligible Growth (%)</b>	<b>DC Eligible Growth Cost</b>
A Watercourses	58,898,000	81.54	48,027,800
B Off-Site Erosion	36,516,003	52.12	19,031,997
C SWM	346,504,778	54.55	189,006,056
D Sewer Oversizing/Outlets	24,356,802	88.71	21,606,802
E Culverts/Bridges	11,750,577	82.25	9,664,850
<b>Sub-Total</b>	<b>478,026,161</b>	<b>60.11</b>	<b>287,338,431</b>
<b>15% Allowance<sup>1</sup></b>			<b>43,100,765</b>
<b>Total</b>			<b>330,439,196</b>

**Residential**

<b>Category</b>	<b>Gross Estimated Cost</b>	<b>DC Eligible Growth (%)</b>	<b>DC Eligible Growth Cost</b>
A Watercourses	27,831,000	76.27	21,227,000
B Off-Site Erosion	25,114,295	48.05	12,068,251
C SWM	195,926,769	95.99	188,066,898
D Sewer Oversizing/Outlets	22,455,523	87.75	19,705,523
E Culverts/Bridges	4,817,737	78.05	3,760,185
<b>Sub-Total</b>	<b>276,145,324</b>	<b>88.66</b>	<b>244,827,857</b>
<b>15% Allowance<sup>1</sup></b>			<b>36,724,178</b>
<b>Total</b>			<b>281,552,035</b>

**Non-Residential**

<b>Category</b>	<b>Gross Estimated Cost</b>	<b>DC Eligible Growth (%)</b>	<b>DC Eligible Growth Cost</b>
A Watercourses	31,067,000	86.27	26,800,800
B Off-Site Erosion	11,401,708	61.08	6,963,747
C SWM	150,578,009	0.62	940,084
D Sewer Oversizing/Outlets	1,901,280	100.00	1,901,280
E Culverts/Bridges	6,932,840	85.17	5,904,665
<b>Sub-Total</b>	<b>201,880,837</b>	<b>21.06</b>	<b>42,510,575</b>
<b>15% Allowance<sup>1</sup></b>			<b>6,376,586</b>
<b>Total</b>			<b>48,887,161</b>

<sup>1</sup> 15 % allowance for engineering, design, legal, and survey

**City of Hamilton**  
**APPENDIX G.1: Summary of Stormwater Service Costs**  
**(GRIDS included)**

**Total Residential and Non-Residential**

<b>Category</b>	<b>Gross Estimated Cost</b>	<b>DC Eligible Growth (%)</b>	<b>DC Eligible Growth Cost</b>
A Watercourses	58,898,000	81.54	48,027,800
B Off-Site Erosion	36,516,003	52.12	19,031,997
C SWM	346,504,778	54.55	189,006,982
D Sewer Oversizing/Outlets	24,356,802	88.71	21,606,802
E Culverts/Bridges	11,750,577	82.25	9,664,850
GRIDS SWM	383,876,611	-	-
GRIDS Watercourses	27,477,185	100.00	27,477,185
<b>Sub-Total</b>	<b>889,379,957</b>	<b>35.40</b>	<b>314,815,616</b>
<b>15% Allowance<sup>1</sup></b>			<b>47,222,342</b>
<b>Total</b>			<b>362,037,959</b>

**Residential**

<b>Category</b>	<b>Gross Estimated Cost</b>	<b>DC Eligible Growth (%)</b>	<b>DC Eligible Growth Cost</b>
A Watercourses	27,831,000	76.27	21,227,000
B Off-Site Erosion	25,114,295	48.05	12,068,251
C SWM	195,926,769	95.99	188,066,898
D Sewer Oversizing/Outlets	22,455,523	87.75	19,705,523
E Culverts/Bridges	4,817,737	78.05	3,760,185
GRIDS SWM	135,892,134	-	-
GRIDS Watercourses	10,025,938	100.00	10,025,938
<b>Sub-Total</b>	<b>422,063,395</b>	<b>60.38</b>	<b>254,853,794</b>
<b>15% Allowance<sup>1</sup></b>			<b>38,228,069</b>
<b>Total</b>			<b>293,081,863</b>

**Non-Residential**

<b>Category</b>	<b>Gross Estimated Cost</b>	<b>DC Eligible Growth (%)</b>	<b>DC Eligible Growth Cost</b>
A Watercourses	31,067,000	86.27	26,800,800
B Off-Site Erosion	11,401,708	61.08	6,963,747
C SWM	150,578,009	0.62	940,084
D Sewer Oversizing/Outlets	1,901,280	100.00	1,901,280
E Culverts/Bridges	6,932,840	85.17	5,904,665
GRIDS SWM	247,984,477	-	-
GRIDS Watercourses	17,451,247	100.00	17,451,247
<b>Sub-Total</b>	<b>467,316,562</b>	<b>12.83</b>	<b>59,961,822</b>
<b>15% Allowance<sup>1</sup></b>			<b>8,994,273</b>
<b>Total</b>			<b>68,956,095</b>

<sup>1</sup> 15 % allowance for engineering, design, legal, and survey



# Appendix D

## Summary of Changes to Services Related to a Highway Capital Project List

**SUBJECT**  
Summary of Strategic Transportation Network Review  
March 2024 Updates

**TO**  
Daryl Abbs, BA (Hons), MBE, PLE  
Managing Partner, Watson & Associates Economists Ltd.  
2233 Argentia Rd., Suite 301  
Mississauga, ON L5N 2X7

**DATE**  
March 22, 2024

**OUR REF**  
139879

---

Dear Daryl Abbs:

The draft Strategic Transportation Network Review (STNR) report was published on the City of Hamilton website in December 2023, and the second round of public consultation was conducted in early 2024. Since the draft report was published, numerous updates have been made. These updates are summarized below.

## STNR Report Text

The following report sections were updated to provide additional clarity on the scope of the STNR and inputs/direction provided by the City of Hamilton:

- Section 1 Introduction
- Section 4 STNR Summary
- Appendix D Section 4 Local Service Policy

In addition, Section 2.3 Transit Projects was updated to remove the rapid transit network evaluation and identify that the rapid transit network has been developed and reviewed under multiple separate studies and has been presented to City of Hamilton Public Works Committee.

These text updates **did not** result in changes to the development charges net capital costs.

## Road Projects

The following changes were implemented to the road projects:

### Non-Growth Related Road Project

One of the road projects previously included in the draft capital list was determined to be not growth-related and was removed from the capital list.

This resulted in a development charges net capital cost **decrease of approximately \$8 million**.

### Road Project Timing

The City of Hamilton indicated that the timing of select road projects should be “2031 to 2041” instead of “To 2031” to support development and align with the phasing of development in the Airport Employment Growth District (AEGD).



This resulted in a development charges net capital cost **decrease of approximately \$12.5 million.**

## Road Project Segmentation

The City of Hamilton indicated that one of the road projects previously included in the draft capital list should be segmented and listed as two separate projects. The timing of one of these segmented projects was delayed to “2031 to 2041” to support development and align with the phasing of development in the AEGD.

This resulted in a development charges net capital cost **decrease of approximately \$13 million.**

## Road Project Future Pavement Widths

The future pavement widths for some road project improvement types were updated.

This resulted in a development charges net capital cost **decrease of approximately \$0.25 million.**

## Road Project Right-of-Way Assumptions and Updated Local Service Policy Deductions

The right-of-way width assumptions for some road projects were updated, including to reflect the AEGD Transportation Master Plan. The draft capital list also included local service policy (LSP) deductions to select projects within the urban boundary. Some of these deductions have been updated where necessary. The local service policy deductions were also applied to a greater number of projects within the urban boundary based on direction from the City of Hamilton.

This resulted in a development charges net capital cost **decrease of approximately \$12 million.**

## Road Project Updated Local Service Policy and Financial Policies

The City of Hamilton provided updated direction on the application of local share deductions and the financial policies. This includes the following proposed amendment to Section L.2.4. Value of Land for Road Allowance in the Financial Polices for Development:

- “Where a Proponent is required to dedicate more than thirteen (13) metres of land to establish a new road allowance width for a residential road, and more than 16m for a non-residential road, measured from the centerline of the road allowance to one side to its ultimate width, the City shall compensate the Proponent for the value of dedicated land beyond 13 metres in width on that side of the road allowance for a residential road, and 16m for a non-residential road, respectively, for the length of the conveyance. For clarity, non-residential roads include those roads that are meant to carry mixed traffic and not solely residential traffic.”

As a result of this updated direction and proposed amendment, updated LSP deductions were applied to a significant number of “To 2031” road projects within the urban boundary. These deductions were applied to the capital list of projects as a single line item deduction.

This resulted in a development charges net capital cost **decrease of approximately \$64 million.**

## Major Structures

The following changes were implemented to the major structures:

## Additional Major Structures

Two additional major structures (active transportation bridges) were added to the capital list based on the Waterdown Transportation Management Plan.

This resulted in a development charges net capital cost **increase of approximately \$1.5 million**.

## Major Structures Timing

The City of Hamilton indicated that the timing of select major structures should be delayed from “To 2031” to “2031 to 2041”.

This resulted in a development charges net capital cost **decrease of approximately \$6 million**.

## Updated Major Structures Cost Estimate

The City of Hamilton provided an updated cost estimate for the gross capital cost, including the allocation of costs between the City and Ontario Ministry of Transportation, for one of the provincial highway interchange projects.

This resulted in a development charges net capital cost **increase of approximately \$2.5 million**.

## Active Transportation Projects

The following changes were implemented to the active transportation (AT) projects:

### Removing Duplicate Active Transportation Projects

Multiple AT projects were removed or adjusted to eliminate overlap with road and other AT projects.

This resulted in a development charges net capital cost **decrease of approximately \$6 million**.

### Active Transportation Project Cost Allocation to the Local Service Policy

The City of Hamilton provided updated direction on how to allocate the costs of AT projects within and near the former urban boundary expansion areas to the LSP.

This resulted in a development charges net capital cost **decrease of approximately \$0.5 million**.

### Active Transportation Project Timing

The timing of select AT projects was delayed from “To 2031” to “2031 to 2041” to align with the timing of nearby and related road resurfacing projects.

This resulted in a development charges net capital cost **decrease of approximately \$15 million**.

# Conclusion

The table below summarizes the changes to the development charges net capital costs:

Capital List Category	Approximate Net Capital Cost Change
Road Projects	(\$109,750,000)
Major Structures	(\$2,000,000)
Active Transportation	(\$21,500,000)
<b>Total</b>	<b>(\$133,250,000)</b>

The new net capital cost for Services Related to a Highway is approximately **\$628.25 million**, representing a decrease of approximately \$133.25 million compared to the development charges net capital cost previously published in December 2023 (approximately \$761.5 million). The cost of Transit Services remains unchanged.

This memo includes the following tables on the next pages:

- Summary of projects subject to changes, including their gross and net capital cost changes.
- Updated capital list that includes the proposed LSP and financial policies change regarding land value for non-residential roads.
- Updated capital list that includes all changes except for the proposed LSP and financial policies change regarding land value for non-residential roads.

Arcadis Professional Services (Canada) Inc.  
55 St. Clair Avenue West  
7th Floor  
Toronto, Ontario M4V 2Y7  
Canada  
Phone: 416 596 1930  
[www.arcadis.com](http://www.arcadis.com)

# Exhibit 1

## 2024 Transportation Summary of Changes by Project

2024 Transportation Summary of Changes by Project

2023 Draft Report Prj No.	Project	2023 Draft Gross Capital Cost	2024 Updated Gross Capital Cost	Gross Capital Cost Change	2023 Draft Net Capital Cost	2024 Updated Net Capital Cost	Net Capital Cost Change	Description of Change
<b>Road</b>								
2	Book Road - Southcote Road to Highway 6	\$ 10,580,564	\$ 11,523,989	\$ 943,425	\$ 8,993,480	\$ 9,795,391	\$ 801,911	Updated right-of-way assumptions and local service policy deductions updated to be included as part of a single line item deduction.
3	Collector 1E - Collector 6N to Dickenson Road	\$ 6,458,583	\$ 6,558,380	\$ 99,797	\$ -	\$ -	\$ -	Updated right-of-way assumptions.
4	Arterial 1N - Collector 2N to Dickenson Road/Garth Street Extension	\$ 34,248,600	\$ 34,917,248	\$ 668,648	\$ 34,248,600	\$ 34,917,248	\$ 668,648	Updated right-of-way assumptions and local service policy deductions updated to be included as part of a single line item deduction.
5	Collector 2N - Collector 5W to Arterial 1N	\$ 4,042,840	\$ 4,105,309	\$ 62,469	\$ -	\$ -	\$ -	Updated right-of-way assumptions.
9	Collector 6E - Collector 6N to Dickenson Road	\$ 6,245,695	\$ 6,342,202	\$ 96,507	\$ 1,831,146	\$ 6,342,202	\$ 4,511,056	Updated right-of-way assumptions and local service policy deductions updated to be included as part of a single line item deduction.
10	Collector 7N - Collector 5W to Collector 2W	\$ 11,577,708	\$ 11,756,604	\$ 178,896	\$ -	\$ -	\$ -	Updated right-of-way assumptions.
12	Dickenson Road - Glancaster Road to Garth Street Extension	\$ 31,576,263	\$ 18,044,132	\$ (13,532,131)	\$ 26,839,824	\$ -	\$ (26,839,824)	Project segmented into multiple projects, timing updated to "2031 to 2041".
N/A	Dickenson Road - Garth Street Extension to Upper James Street	\$ -	\$ 16,039,229	\$ 16,039,229	\$ -	\$ 13,633,344	\$ 13,633,344	New project, previously was segment of project above.
13	Dickenson Road Extension - Glancaster Road to Smith Road	\$ 6,526,966	\$ 9,447,229	\$ 2,920,264	\$ 6,526,966	\$ -	\$ (6,526,966)	Project type updated, timing updated to "2031 to 2041".
14	Book Road - Smith Road to Southcote Road	\$ 4,935,759	\$ 5,343,540	\$ 407,781	\$ 4,195,395	\$ 4,542,009	\$ 346,614	Updated right-of-way assumptions and local service policy deductions updated to be included as part of a single line item deduction.
15	Garth Street Extension - Twenty Road to Collector 6N	\$ 9,296,472	\$ 9,477,970	\$ 181,499	\$ -	\$ -	\$ -	Updated right-of-way assumptions.
16	Garth Street Extension - Collector 6N to Dickenson Road	\$ 7,561,667	\$ 7,709,296	\$ 147,629	\$ -	\$ -	\$ -	Updated right-of-way assumptions.
20	Smith Road - Garner Road to Hydro Corridor	\$ 8,503,884	\$ 8,635,284	\$ 131,400	\$ 8,503,884	\$ 8,635,284	\$ 131,400	Updated right-of-way assumptions and local service policy deductions updated to be included as part of a single line item deduction.
21	Smith Road - Hydro Corridor to Book Road	\$ 9,794,999	\$ 9,946,349	\$ 151,350	\$ -	\$ -	\$ -	Updated right-of-way assumptions.
22	Smith Road - Book Road to Arterial 1N	\$ 6,072,996	\$ 6,166,835	\$ 93,839	\$ -	\$ -	\$ -	Updated right-of-way assumptions.
23	Southcote Road - Garner Road to Book Road	\$ 26,708,722	\$ 23,002,848	\$ (3,705,874)	\$ 22,702,414	\$ -	\$ (22,702,414)	Updated right-of-way assumptions and local service policy deductions updated to be included as part of a single line item deduction.
24	Upper James Street - Rymal Road to Highway 6 South	\$ 86,351,332	\$ 96,459,332	\$ 10,108,000	\$ -	\$ -	\$ -	Updated right-of-way assumptions.
27	Smith Road - Arterial 1N to Airport Boundary	\$ 2,046,951	\$ 2,078,580	\$ 31,629	\$ 600,136	\$ -	\$ (600,136)	Timing updated to "2031 to 2041".
28	Airport Road - East Cargo Road to Upper James Street	\$ 8,247,539	\$ 8,462,899	\$ 215,360	\$ 4,948,523	\$ 5,077,739	\$ 129,216	Updated right-of-way assumptions and local service policy deductions updated to be included as part of a single line item deduction.
30	Collector 10N - Garner Road to Smith Road	\$ 11,312,884	\$ 11,487,688	\$ 174,804	\$ 3,316,771	\$ 11,487,688	\$ 8,170,917	Updated right-of-way assumptions and local service policy deductions updated to be included as part of a single line item deduction.
34	Collector 1W - Collector 10N to Garner Road	\$ 3,761,610	\$ 3,819,733	\$ 58,124	\$ -	\$ -	\$ -	Updated right-of-way assumptions.
36	Golf Links Road - McNiven Road to Kitty Murray Lane	\$ 9,147,781	\$ -	\$ (9,147,781)	\$ 7,775,614	\$ -	\$ (7,775,614)	Project is not growth-related and was removed from the list.
38	Shaver Road - Trustwood to Garner Road	\$ 6,303,822	\$ 6,303,822	\$ -	\$ 5,358,249	\$ -	\$ (5,358,249)	Timing updated to "2031 to 2041".

2023 Draft Report Prj No.	Project	2023 Draft Gross Capital Cost	2024 Updated Gross Capital Cost	Gross Capital Cost Change	2023 Draft Net Capital Cost	2024 Updated Net Capital Cost	Net Capital Cost Change	Description of Change
50	Collector C (Block 2) - Barton Street to Highway 8	\$ 5,642,466	\$ 5,642,466	\$ -	\$ -	\$ 5,642,466	\$ 5,642,466	Updated right-of-way assumptions and local service policy deductions updated to be included as part of a single line item deduction.
52	Collector E (Block 3) - Barton Street to Highway 8	\$ 5,060,086	\$ 5,060,086	\$ -	\$ -	\$ 5,060,086	\$ 5,060,086	Updated right-of-way assumptions and local service policy deductions updated to be included as part of a single line item deduction.
53	Collector F (Block 3) - Barton Street to Collector D	\$ 1,713,732	\$ 1,713,732	\$ -	\$ -	\$ 1,713,732	\$ 1,713,732	Updated right-of-way assumptions and local service policy deductions updated to be included as part of a single line item deduction.
64	Rymal Road - Dartnall Road to Upper James Street	\$ 71,111,462	\$ 56,631,794	\$ (14,479,668)	\$ 60,444,742	\$ 48,137,025	\$ (12,307,718)	Updated right-of-way assumptions and local service policy deductions updated to be included as part of a single line item deduction.
65	Upper Wellington Street - Limeridge Road to Stone Church Road	\$ 12,702,186	\$ 12,404,686	\$ (297,500)	\$ 7,621,312	\$ 7,442,812	\$ (178,500)	Updated right-of-way assumptions.
71	McNeilly Road - Highway 8 to Barton Street	\$ 7,156,843	\$ 7,156,843	\$ -	\$ 6,081,941	\$ 6,083,317	\$ 1,376	Updated right-of-way assumptions and local service policy deductions updated to be included as part of a single line item deduction.
72	Lewis Road - Highway 8 to Barton Street	\$ 3,908,425	\$ 3,908,425	\$ -	\$ 3,321,410	\$ 3,322,161	\$ 751	Updated right-of-way assumptions and local service policy deductions updated to be included as part of a single line item deduction.
74	Jones Road - Highway 8 to Barton Street	\$ 7,293,473	\$ 7,293,473	\$ -	\$ 6,198,050	\$ 6,199,452	\$ 1,402	Updated right-of-way assumptions and local service policy deductions updated to be included as part of a single line item deduction.
81	Parkside Drive - North Waterdown Drive to Avonsyde Boulevard	\$ 37,342,355	\$ 32,319,655	\$ (5,022,700)	\$ 31,741,002	\$ 27,471,707	\$ (4,269,295)	Updated right-of-way assumptions and local service policy deductions updated to be included as part of a single line item deduction.
N/A	Collector 5W - Collector 7N to Collector 2N	\$ 7,183,646	\$ 7,294,646	\$ 111,000	\$ -	\$ -	\$ -	Updated right-of-way assumptions, not included in the capital list because it is a post-2041 project.
N/A	Collector 2W - Garner Road to Dickenson Road Extension	\$ 23,130,538	\$ 23,562,706	\$ 432,168	\$ -	\$ -	\$ -	Updated right-of-way assumptions, not included in the capital list because it is a post-2041 project.
N/A	Collector 10N - Smith Road to Collector 1W	\$ 14,278,176	\$ 14,498,799	\$ 220,623	\$ -	\$ -	\$ -	Updated right-of-way assumptions, not included in the capital list because it is a post-2041 project.
N/A	Collector Road 6E - Collector 6N to Twenty Road West	\$ 6,780,294	\$ 6,885,062	\$ 104,768	\$ -	\$ -	\$ -	Updated right-of-way assumptions, not included in the capital list because it is a post-2041 project.
N/A	Collector Road 1E - Collector 6N to Twenty Road West	\$ 7,066,475	\$ 7,175,665	\$ 109,190	\$ -	\$ -	\$ -	Updated right-of-way assumptions, not included in the capital list because it is a post-2041 project.
N/A	Mud Street - Red Hill Valley Parkway to Upper Centennial Parkway	\$ 61,138,512	\$ 67,449,762	\$ 6,311,250	\$ -	\$ -	\$ -	Updated right-of-way assumptions, not included in the capital list because it is a post-2041 project.
N/A	Dickenson Road East - Upper James Street to 350 meters west of Nebo Road	\$ 37,922,121	\$ 37,820,121	\$ (102,000)	\$ -	\$ -	\$ -	Updated right-of-way assumptions, not included in the capital list because it is a post-2041 project.
N/A	Fletcher Road - McWatters Street to Golf Club Road	\$ 30,171,056	\$ 30,086,056	\$ (85,000)	\$ -	\$ -	\$ -	Updated right-of-way assumptions, not included in the capital list because it is a post-2041 project.
N/A	Local Share Deductions	\$ -	\$ (64,082,002)	\$ (64,082,002)	\$ -	\$ (64,082,002)	\$ (64,082,002)	New single line item deduction added to reflect local share deductions for road projects identified above and select additional road projects.
<b>Major Structures</b>								
91	Highway 5/6 Interchange	\$ 49,093,158	\$ 60,500,000	\$ 11,406,842	\$ 12,273,290	\$ 15,000,000	\$ 2,726,711	Updated cost estimate provided by City of Hamilton.
97	Henderson Lift Bridge	\$ 20,000,000	\$ 20,000,000	\$ -	\$ 3,800,000	\$ -	\$ (3,800,000)	Timing updated to "2031 to 2041".
98	Hamilton Centre Pedestrian and Cyclist Bridge	\$ 9,500,000	\$ 9,500,000	\$ -	\$ 1,805,000	\$ -	\$ (1,805,000)	Timing updated to "2031 to 2041".
100	Dundas Pedestrian and Cyclist Bridge	\$ 3,125,000	\$ 3,125,000	\$ -	\$ 593,750	\$ -	\$ (593,750)	Timing updated to "2031 to 2041".
N/A	Margaret St. Park Active Transportation Bridge	\$ -	\$ 5,900,000	\$ 5,900,000	\$ -	\$ -	\$ -	New major structure added.
N/A	Sealey Park Active Transportation Bridge	\$ -	\$ 7,500,000	\$ 7,500,000	\$ -	\$ 1,425,000	\$ 1,425,000	New major structure added.

2023 Draft Report Prj No.	Project	2023 Draft Gross Capital Cost	2024 Updated Gross Capital Cost	Gross Capital Cost Change	2023 Draft Net Capital Cost	2024 Updated Net Capital Cost	Net Capital Cost Change	Description of Change
<b>Active Transportation</b>								
136	Binbrook Road - Trinity Church to Royal Winter/Binhaven	\$ 342,899	\$ 342,899	\$ -	\$ 240,030	\$ 137,795	\$ (102,235)	Project adjusted to prevent overlap with other projects.
170	Governor's - Wainwright to Lynden	\$ 908,823	\$ 908,823	\$ -	\$ 636,176	\$ -	\$ (636,176)	Timing updated to "2031 to 2041".
172	Grays/ Gray - Confederation Park gate to King	\$ 163,086	\$ 163,086	\$ -	\$ -	\$ 21,690	\$ 21,690	LSP cost allocation updated.
180	Hydro Corridor - Barton to Lawrence	\$ 1,743,769	\$ 1,743,769	\$ -	\$ -	\$ 231,921	\$ 231,921	LSP cost allocation updated.
182	Hydro Corridor - Wilson/Highway 52 to Regional Road 56	\$ 10,617,336	\$ 10,617,336	\$ -	\$ 1,412,106	\$ -	\$ (1,412,106)	LSP cost allocation updated.
193	Limeridge - Garth/ Bonaventure to West 5th/ Hawkridge	\$ 73,877	\$ 73,877	\$ -	\$ -	\$ 9,826	\$ 9,826	LSP cost allocation updated.
194	Limeridge Mall Hydro Corridor Trail - Mohawk Road to South of Rymal	\$ 1,957,036	\$ 1,957,036	\$ -	\$ 260,286	\$ -	\$ (260,286)	LSP cost allocation updated.
219	Red Hill Pedestrian Crossing - Eugene Street to Glengrove Avenue	\$ 2,439,325	\$ -	\$ (2,439,325)	\$ -	\$ -	\$ -	Project removed due to overlap.
227	Strachan Street Trail - James to Ferguson	\$ 469,744	\$ -	\$ (469,744)	\$ 62,476	\$ -	\$ (62,476)	Project is existing, removed from capital list.
230	Upper Sherman - Stone Church to Rymal to Miles	\$ 249,508	\$ 249,508	\$ -	\$ 33,185	\$ -	\$ (33,185)	LSP cost allocation updated.
238	White Church Road West Airport Link	\$ 938,095	\$ 938,095	\$ -	\$ -	\$ 656,666	\$ 656,666	LSP cost allocation updated.
245	Airport Road - Butter to Miles	\$ 932,965	\$ 932,965	\$ -	\$ -	\$ 84,576	\$ 84,576	LSP cost allocation updated.
249	Baseline - Lockport to North Service Road	\$ 372,805	\$ 288,999	\$ (83,806)	\$ 221,819	\$ 171,955	\$ (49,865)	Project adjusted to prevent overlap with other projects.
252	Binbrook Road - Fletcher to Binhaven	\$ 706,274	\$ -	\$ (706,274)	\$ 93,934	\$ -	\$ (93,934)	Project removed due to overlap.
254	Book Road - Shaver to Fiddler's Green	\$ 751,147	\$ 751,147	\$ -	\$ 446,933	\$ -	\$ (446,933)	Timing updated to "2031 to 2041".
264	Carlisle - Highway 6 to Wildberry Way	\$ 704,824	\$ -	\$ (704,824)	\$ 493,377	\$ -	\$ (493,377)	Project removed due to overlap.
267	Carluke - Glancaster to Shaver	\$ 1,058,213	\$ 1,058,213	\$ -	\$ 629,637	\$ -	\$ (629,637)	Timing updated to "2031 to 2041".
269	Chatham Street - Dundurn to Frid	\$ 37,418	\$ -	\$ (37,418)	\$ 4,977	\$ -	\$ (4,977)	Project removed due to overlap.
272	Concession 4 West - Millgrove Sideroad to Highway 6	\$ 532,612	\$ 532,612	\$ -	\$ 316,904	\$ -	\$ (316,904)	Timing updated to "2031 to 2041".
273	Concession 6 East - Highway 6 to Centre Road	\$ 836,846	\$ 836,846	\$ -	\$ 497,924	\$ -	\$ (497,924)	Timing updated to "2031 to 2041".
282	Dundas St E (Highway 5) - Highway 6 to Boundary	\$ 1,428,830	\$ -	\$ (1,428,830)	\$ 190,034	\$ -	\$ (190,034)	Project removed due to overlap.
285	Eighth Road Link - Ridge to Boundary	\$ 1,651,643	\$ 1,651,643	\$ -	\$ 1,156,150	\$ -	\$ (1,156,150)	Timing updated to "2031 to 2041".
292	Ferguson - Charlton to North of Young	\$ 36,563	\$ 7,238	\$ (29,325)	\$ 4,863	\$ 963	\$ (3,900)	Project adjusted to prevent overlap with other projects.
293	Field - Jerseyville Rd W to Governor's Rd	\$ 1,162,739	\$ 1,162,739	\$ -	\$ 813,917	\$ -	\$ (813,917)	Timing updated to "2031 to 2041".
297	First Road East - Highland Road to Ridge Road	\$ 1,148,959	\$ 1,148,959	\$ -	\$ -	\$ -	\$ -	LSP cost allocation updated and timing updated to "2021 to 2041".
299	Flamborough Puslinch Tlin - Maddaugh Road to Centre	\$ 542,586	\$ 542,586	\$ -	\$ 379,810	\$ -	\$ (379,810)	Timing updated to "2031 to 2041".
317	Governors - Binkley to Lynden	\$ 3,001,131	\$ -	\$ (3,001,131)	\$ 1,785,673	\$ -	\$ (1,785,673)	Project removed due to overlap.
319	Greenford - Owen Pl to Cromwell	\$ 8,209	\$ -	\$ (8,209)	\$ 1,092	\$ -	\$ (1,092)	Project removed due to overlap.
320	Greenford - Cromwell to Kenora	\$ 49,861	\$ -	\$ (49,861)	\$ 6,632	\$ -	\$ (6,632)	Project removed due to overlap.
323	Hamilton - Nisbet to Dundas St E	\$ 169,250	\$ -	\$ (169,250)	\$ 22,510	\$ -	\$ (22,510)	Project removed due to overlap.
326	Highbury Drive - Highland Road W to Whitedeer	\$ 145,424	\$ -	\$ (145,424)	\$ 19,341	\$ -	\$ (19,341)	Project removed due to overlap.
328	Highland Rd E - Upper Centennial Pkwy to E Town Line	\$ 3,051,099	\$ 3,051,099	\$ -	\$ -	\$ -	\$ -	LSP cost allocation updated and timing updated to "2021 to 2041".
330	Highway 8 (Flam) - Boundary to Brock	\$ 6,691,317	\$ 6,691,317	\$ -	\$ 4,683,922	\$ -	\$ (4,683,922)	Timing updated to "2031 to 2041".
331	Highway 8 (Sc) - King St E to Dewitt	\$ 193,404	\$ -	\$ (193,404)	\$ 25,723	\$ -	\$ (25,723)	Project removed due to overlap.
332	Highway 8 (Sc) - Fifty to Boundary	\$ 113,390	\$ 113,390	\$ -	\$ 79,373	\$ -	\$ (79,373)	Timing updated to "2031 to 2041".
341	Jerseyville Rd W - Boundary to East of Paddy Greens	\$ 5,533,950	\$ 5,533,950	\$ -	\$ 3,292,700	\$ -	\$ (3,292,700)	Timing updated to "2031 to 2041".
344	John - Charlton Ave E to St Joseph's	\$ 21,829	\$ -	\$ (21,829)	\$ 2,903	\$ -	\$ (2,903)	Project removed due to overlap.
359	Lormont - First Rd W to Picardy	\$ 75,540	\$ -	\$ (75,540)	\$ 10,047	\$ -	\$ (10,047)	Project removed due to overlap.

2023 Draft Report Prj No.	Project	2023 Draft Gross Capital Cost	2024 Updated Gross Capital Cost	Gross Capital Cost Change	2023 Draft Net Capital Cost	2024 Updated Net Capital Cost	Net Capital Cost Change	Description of Change
362	Maddaugh Road - Highway 6 to Flamborough Puslinch Tlin	\$ 334,364	\$ 334,364	\$ -	\$ 234,055	\$ -	\$ (234,055)	Timing updated to "2031 to 2041".
364	Main - Osler to South of Osler	\$ 212,336	\$ -	\$ (212,336)	\$ 28,241	\$ -	\$ (28,241)	Project removed due to overlap.
365	Main - Osler to York	\$ 34,421	\$ -	\$ (34,421)	\$ 4,578	\$ -	\$ (4,578)	Project removed due to overlap.
368	Maple/Mountain Ave Extension - Lake Ave S to End	\$ 15,833	\$ 5,272	\$ (10,561)	\$ 2,106	\$ 701	\$ (1,405)	Project adjusted to prevent overlap with other projects.
376	Miles - Rymal Rd E to Boundary	\$ 3,265,308	\$ 3,265,308	\$ -	\$ -	\$ -	\$ -	LSP cost allocation updated and timing updated to "2021 to 2041".
377	Mill - Dundas St E to Boundary	\$ 392,672	\$ -	\$ (392,672)	\$ 52,225	\$ -	\$ (52,225)	Project removed due to overlap.
379	Mineral Springs - Binkley to Sulphur Springs	\$ 381,791	\$ 381,791	\$ -	\$ 227,166	\$ -	\$ (227,166)	Timing updated to "2031 to 2041".
382	Mountain Brow Blvd - Mohawk Rd E to Mud	\$ 85,532	\$ -	\$ (85,532)	\$ 11,376	\$ -	\$ (11,376)	Project removed due to overlap.
383	Mud - Eleventh Road E to Boundary	\$ 266,629	\$ 266,629	\$ -	\$ 186,640	\$ -	\$ (186,640)	Timing updated to "2031 to 2041".
387	North Service Road Link (Millen) - North Service Road to Shoreview	\$ 26,931	\$ -	\$ (26,931)	\$ 3,582	\$ -	\$ (3,582)	Project removed due to overlap.
389	Old Mud - Paramount to Cedarville	\$ 54,469	\$ 39,480	\$ (14,989)	\$ 7,244	\$ 5,251	\$ (1,993)	Project adjusted to prevent overlap with other projects.
391	Owen Pl - King St E to Greenford	\$ 22,046	\$ -	\$ (22,046)	\$ 2,932	\$ -	\$ (2,932)	Project removed due to overlap.
396	Picardy - Highland Rd W to Lormont	\$ 70,680	\$ -	\$ (70,680)	\$ 9,401	\$ -	\$ (9,401)	Project removed due to overlap.
401	Queensdale - Skyland to Upper Wellington	\$ 15,854	\$ -	\$ (15,854)	\$ 2,109	\$ -	\$ (2,109)	Project removed due to overlap.
402	Raymond - Stonehenge to Garner	\$ 183,962	\$ -	\$ (183,962)	\$ 24,467	\$ -	\$ (24,467)	Project removed due to overlap.
416	Scenic - Angela to West of Chateau	\$ 257,015	\$ -	\$ (257,015)	\$ 34,183	\$ -	\$ (34,183)	Project removed due to overlap.
417	Scenic - Colquhoun to Garth (via Scenic and Denlow)	\$ 61,270	\$ 32,617	\$ (28,653)	\$ 8,149	\$ 4,338	\$ (3,811)	Project adjusted to prevent overlap with other projects.
420	Shaver - Garner to Carluke	\$ 1,832,582	\$ 1,832,582	\$ -	\$ 958,543	\$ -	\$ (958,543)	Timing updated to "2031 to 2041".
426	Southcote - Garner to Airport	\$ 392,445	\$ 392,445	\$ -	\$ 48,155	\$ -	\$ (48,155)	Timing updated to "2031 to 2041".
429	Sulphur Springs - Lover's to Mineral Springs Rd	\$ 439,812	\$ 439,812	\$ -	\$ 261,688	\$ -	\$ (261,688)	Timing updated to "2031 to 2041".
437	Terryberry - Private Rd to Rymal Rd	\$ 28,032	\$ -	\$ (28,032)	\$ 3,728	\$ -	\$ (3,728)	Project removed due to overlap.
439	Twenty Rd - Southcote to West of Nebo	\$ 1,310,636	\$ 1,310,636	\$ -	\$ -	\$ 18,075	\$ 18,075	LSP cost allocation updated.
447	White Church Rd E - Trinity Church Rd to Upper James	\$ 1,972,066	\$ -	\$ (1,972,066)	\$ -	\$ -	\$ -	Project removed due to overlap.
448	Whitedeer - Highbury to Rymal Rd E	\$ 48,561	\$ -	\$ (48,561)	\$ 6,459	\$ -	\$ (6,459)	Project removed due to overlap.
458	York Road Valley Community Centre Park Hydro Corridor Trail - York to Highway 6	\$ 3,109,472	\$ -	\$ (3,109,472)	\$ 1,850,136	\$ -	\$ (1,850,136)	Project removed due to overlap.
461	White Church Rd W Loop - White Church Rd W East of Carluke to White Church Road W West of Highway 6	\$ 1,683,731	\$ -	\$ (1,683,731)	\$ 1,178,611	\$ -	\$ (1,178,611)	Project removed due to overlap.



# Exhibit 2

## 2024 Transportation Capital List including Proposed LSP and Financial Policies Change

2024 Transportation Capital List including Proposed LSP and Financial Policies Change

Prj. No.	Increased Service Needs Attributable to Anticipated Development	2031 Oversizing (To 2031 Road Projects within the Urban Boundary)*	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Other Deductions	Benefit to Existing Development	Post Period Benefit	Net Capital Cost
<b>Road Projects</b>										
<b>AEGD</b>										
1	Airport Road - Terminal Access Road to Provident Way/East Cargo Road	✓	To 2031	0.32	2r-4u	\$ 3,789,353	\$ -	\$ 1,515,741	\$ -	\$ 2,273,612
2	Book Road - Southcote Road to Highway 6	✓	To 2031	1.05	2r-5u	\$ 11,523,989	\$ -	\$ 1,728,598	\$ -	\$ 9,795,391
3	Collector 1E - Collector 6N to Dickenson Road		2031 to 2041	0.67	3u	\$ 6,558,380	\$ -	\$ -	\$ 6,558,380	\$ -
4	Arterial 1N - Collector 2N to Dickenson Road/Garth Street Extension	✓	To 2031	2.97	5u	\$ 34,917,248	\$ -	\$ -	\$ -	\$ 34,917,248
5	Collector 2N - Collector 5W to Arterial 1N		2031 to 2041	0.42	3u	\$ 4,105,309	\$ -	\$ -	\$ 4,105,309	\$ -
6	Collector 6N - Upper James Street to Collector 6E		2031 to 2041	0.95	4u	\$ 10,307,184	\$ -	\$ -	\$ 10,307,184	\$ -
7	Collector 6N - Collector 6E to Garth Street		2031 to 2041	0.41	4u	\$ 4,524,353	\$ -	\$ -	\$ 4,524,353	\$ -
8	Collector 6N - Garth Street to Glancaster Road		2031 to 2041	1.54	4u	\$ 16,775,250	\$ -	\$ -	\$ 16,775,250	\$ -
9	Collector 6E - Collector 6N to Dickenson Road	✓	To 2031	0.64	3u	\$ 6,342,202	\$ -	\$ -	\$ -	\$ 6,342,202
10	Collector 7N - Collector 5W to Collector 2W		2031 to 2041	1.19	3u	\$ 11,756,604	\$ -	\$ -	\$ 11,756,604	\$ -
11	Collector 8W - Garner Road to Collector 5N		2031 to 2041	1.07	2u	\$ 8,301,996	\$ -	\$ -	\$ 8,301,996	\$ -
12	Dickenson Road - Glancaster Road to Garth Street Extension		2031 to 2041	1.53	2r-5u	\$ 18,044,132	\$ -	\$ -	\$ 18,044,132	\$ -
13	Dickenson Road - Garth Street Extension to Upper James Street	✓	To 2031	1.36	2r-5u	\$ 16,039,229	\$ -	\$ 2,405,884	\$ -	\$ 13,633,344
14	Dickenson Road Extension - Glancaster Road to Smith Road		2031 to 2041	0.83	5u	\$ 9,447,229	\$ -	\$ -	\$ 9,447,229	\$ -
15	Book Road - Smith Road to Southcote Road	✓	To 2031	0.45	2r-5u	\$ 5,343,540	\$ -	\$ 801,531	\$ -	\$ 4,542,009
16	Garth Street Extension - Twenty Road to Collector 6N		2031 to 2041	0.81	5u	\$ 9,477,970	\$ -	\$ -	\$ 9,477,970	\$ -
17	Garth Street Extension - Collector 6N to Dickenson Road		2031 to 2041	0.66	5u	\$ 7,709,296	\$ -	\$ -	\$ 7,709,296	\$ -
18	Glancaster Road - Garner Road to Dickenson Road	✓	To 2031	2.67	2r-3u	\$ 23,144,329	\$ -	\$ 3,471,649	\$ -	\$ 19,672,680
19	Glancaster Road - Dickenson Road to Arterial 1N		2031 to 2041	0.39	3u-5u	\$ 4,605,603	\$ -	\$ -	\$ 4,605,603	\$ -
20	Garner Road - Glancaster Road to Highway 6 South	✓	To 2031	3.12	2r-5u	\$ 31,491,877	\$ -	\$ 4,723,782	\$ -	\$ 26,768,096
21	Smith Road - Garner Road to Hydro Corridor	✓	To 2031	0.88	3u	\$ 8,635,284	\$ -	\$ -	\$ -	\$ 8,635,284
22	Smith Road - Hydro Corridor to Book Road		2031 to 2041	1.01	3u	\$ 9,946,349	\$ -	\$ -	\$ 9,946,349	\$ -
23	Smith Road - Book Road to Arterial 1N		2031 to 2041	0.63	3u	\$ 6,166,835	\$ -	\$ -	\$ 6,166,835	\$ -
24	Southcote Road - Garner Road to Book Road		2031 to 2041	1.95	2r-5u	\$ 23,002,848	\$ -	\$ -	\$ 23,002,848	\$ -
25	Upper James Street - Rymal Road to Highway 6 South		2031 to 2041	7.22	4r-6u	\$ 96,459,332	\$ -	\$ -	\$ 96,459,332	\$ -
26	Glancaster Road - Arterial 1N to Airport Boundary		2031 to 2041	0.48	2u	\$ 3,512,806	\$ -	\$ -	\$ 3,512,806	\$ -
27	Collector 9W - Garner Road to Collector 11N		2031 to 2041	0.33	2u	\$ 2,536,970	\$ -	\$ -	\$ 2,536,970	\$ -
28	Smith Road - Arterial 1N to Airport Boundary		2031 to 2041	0.21	3u	\$ 2,078,580	\$ -	\$ -	\$ 2,078,580	\$ -
29	Airport Road - East Cargo Road to Upper James Street	✓	To 2031	1.08	2r-3u	\$ 8,462,899	\$ -	\$ 3,385,160	\$ -	\$ 5,077,739
30	Book Road East - Collector 2W to Glancaster Road		2031 to 2041	0.85	2r-3u	\$ 6,510,409	\$ -	\$ -	\$ 6,510,409	\$ -
31	Collector 10N - Garner Road to Smith Road	✓	To 2031	1.17	3u	\$ 11,487,688	\$ -	\$ -	\$ -	\$ 11,487,688
32	Twenty Road - Glancaster Road to Upper James Street		2031 to 2041	2.90	2r-4u	\$ 32,145,181	\$ -	\$ -	\$ 32,145,181	\$ -
33	Airport Road - Glancaster Road to Terminal Access Road		To 2031	1.71	2r-2u	\$ 15,971,496	\$ -	\$ 6,388,598	\$ -	\$ 9,582,898
34	Collector 11N - Fiddler's Green Road to Collector 9W		2031 to 2041	0.35	2u	\$ 2,724,513	\$ -	\$ -	\$ 2,724,513	\$ -
35	Collector 1W - Collector 10N to Garner Road		2031 to 2041	0.39	3u	\$ 3,819,733	\$ -	\$ -	\$ 3,819,733	\$ -
<b>Ancaster</b>										
36	Garner Road - Highway 6 South to Wilson Street	✓	To 2031	4.86	2r-5u	\$ 49,311,040	\$ -	\$ 7,396,656	\$ -	\$ 41,914,384
37	Jerseyville Road - Wilson Street to Lloyminn Avenue		2031 to 2041	0.79	2r-3u	\$ 6,367,167	\$ -	\$ -	\$ 6,367,167	\$ -
38	Shaver Road - Trustwood to Garner Road		2031 to 2041	0.74	2r-2i	\$ 6,303,822	\$ -	\$ -	\$ 6,303,822	\$ -
39	McNiven Road - Rousseaux Street/Mohawk Road to Golf Links Road		To 2031	0.62	2r-3u	\$ 4,895,491	\$ -	\$ 3,916,393	\$ -	\$ 979,098
40	Jerseyville Road - Lloyminn Avenue to Meadowbrook Drive		2031 to 2041	1.25	2r-2u	\$ 10,164,929	\$ -	\$ -	\$ 10,164,929	\$ -
<b>Fruitland - Winona</b>										
41	Barton Street - Fruitland Road to Fifty Road	✓	To 2031	5.11	2r-5u	\$ 53,873,435	\$ -	\$ 21,549,374	\$ -	\$ 32,324,061
42	Fifty Road - Barton Street to South Service Road	✓	To 2031	0.55	2r-4u	\$ 5,178,149	\$ -	\$ 776,722	\$ -	\$ 4,401,426
43	Fifty Road - Barton Street to Highway 8		2031 to 2041	0.24	2r-3u	\$ 1,834,403	\$ -	\$ -	\$ 1,834,403	\$ -
44	Gordon Dean Avenue - Barton Street to Highway 8	✓	To 2031	1.08	4u	\$ 11,551,567	\$ -	\$ -	\$ -	\$ 11,551,567
45	Trinity Road/Highway 52 - Highway 403 Interchange to Cormorant Road		To 2031	1.79	2r-4u	\$ 17,792,911	\$ -	\$ 2,668,937	\$ -	\$ 15,123,974
46	Highway 8 - Dewitt Road to Jones Road		To 2031	1.73	2r-4u	\$ 16,331,501	\$ -	\$ 6,532,600	\$ -	\$ 9,798,900

Prj. No.	Increased Service Needs Attributable to Anticipated Development	2031 Oversizing (To 2031 Road Projects within the Urban Boundary)*	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Other Deductions	Benefit to Existing Development	Post Period Benefit	Net Capital Cost	
47	Highway 8 - Jones Road to McNeilly Road		2031 to 2041	1.73	2r-4u	\$ 17,715,501	\$ -	\$ -	\$ 17,715,501	\$ -	
48	Highway 8 - McNeilly Road to Fifty Road		2031 to 2041	2.67	2r-3u	\$ 20,604,135	\$ -	\$ -	\$ 20,604,135	\$ -	
49	Collector B (Block 1) - Fruitland Road to Jones Road		2031 to 2041	0.89	2u	\$ 6,779,781	\$ -	\$ -	\$ 6,779,781	\$ -	
50	Collector C (Block 2) - Barton Street to Highway 8	✓	To 2031	0.74	2u	\$ 5,642,466	\$ -	\$ -	\$ -	\$ 5,642,466	
51	Collector D (Block 3) - McNeilly Road to Collector F		2031 to 2041	1.25	2u	\$ 9,537,486	\$ -	\$ -	\$ 9,537,486	\$ -	
52	Collector E (Block 3) - Barton Street to Highway 8	✓	To 2031	0.66	2u	\$ 5,060,086	\$ -	\$ -	\$ -	\$ 5,060,086	
53	Collector F (Block 3) - Barton Street to Collector D	✓	To 2031	0.22	2u	\$ 1,713,732	\$ -	\$ -	\$ -	\$ 1,713,732	
54	Fruitland Road - Highway 8 to Barton Street	✓	To 2031	1.05	2r-3u	\$ 8,937,129	\$ -	\$ 1,340,569	\$ -	\$ 7,596,559	
55	Fruitland Road - Arvin Avenue to Barton Street		To 2031	0.36	2u-5u	\$ 4,339,490	\$ -	\$ 650,923	\$ -	\$ 3,688,566	
<b>MTO</b>											
56	Highway 403 - Mohawk Road/Lincoln M. Alexander Parkway to Highway 6 south interchange		To 2031	6	0.00	Truck Climbing Lane	\$ 4,878,650	\$ 2,439,325	\$ 365,899	\$ -	\$ 2,073,426
<b>Red Hill Business Park</b>											
57	Dartnall Road - Twenty Road to Dickenson Road		To 2031	1.55	4u	\$ 17,001,938	\$ -	\$ -	\$ -	\$ 17,001,938	
58	Twenty Road Extension - Glover Road to Upper Redhill Valley Parkway	✓	To 2031	0.35	2i	\$ 3,185,739	\$ -	\$ -	\$ -	\$ 3,185,739	
59	Upper Red Hill Valley Parkway - Rymal Road to Twenty Road		2031 to 2041	1.22	4u	\$ 13,103,066	\$ -	\$ -	\$ 13,103,066	\$ -	
60	Dickenson Road - 350 meters west of Nebo to 330m west of Glover Road		2031 to 2041	1.20	2r-2i	\$ 11,285,379	\$ -	\$ -	\$ 11,285,379	\$ -	
61	Glover Road - Twenty Road to Rymal Road	✓	To 2031	1.31	2r-2i	\$ 11,485,019	\$ -	\$ 1,722,753	\$ -	\$ 9,762,267	
62	Nebo Road - Twenty Road to Dickenson Road/Dartnall Road		To 2031	0.74	2r-2i	\$ 6,302,030	\$ -	\$ 945,305	\$ -	\$ 5,356,726	
63	Nebo Road - Rymal Road to Twenty Road East		To 2031	1.30	2r-2i	\$ 11,085,926	\$ -	\$ 1,662,889	\$ -	\$ 9,423,037	
<b>South Mountain Area</b>											
64	Rymal Road - Dartnall Road to Upper James Street	✓	To 2031	5.17	2r-5u	\$ 56,631,794	\$ -	\$ 8,494,769	\$ -	\$ 48,137,025	
65	Upper Wellington Street - Limeridge Road to Stone Church Road		To 2031	1.04	2r-3u	\$ 12,404,686	\$ -	\$ 4,961,874	\$ -	\$ 7,442,812	
66	Garth Street - Rymal Road to Twenty Road West		2031 to 2041	1.41	2r-5u	\$ 15,963,350	\$ -	\$ -	\$ 15,963,350	\$ -	
67	Rymal Road - Glanaster Road to Upper Paradise Street		To 2031	0.55	2r-5u	\$ 5,594,604	\$ -	\$ 839,191	\$ -	\$ 4,755,413	
68	West 5th Street - Rymal Road to Stone Church Road	✓	To 2031	1.01	2r-3u	\$ 7,728,774	\$ -	\$ 3,091,510	\$ -	\$ 4,637,265	
<b>Stoney Creek</b>											
69	Arvin Avenue - McNeilly Road to Lewis Road		To 2031	0.85	2i	\$ 7,736,794	\$ -	\$ -	\$ -	\$ 7,736,794	
70	South Service Road - Lewis Road to Fifty Road	✓	To 2031	1.79	2r-4r	\$ 13,701,195	\$ -	\$ 2,055,179	\$ -	\$ 11,646,015	
71	McNeilly Road - Highway 8 to Barton Street	✓	To 2031	0.90	2r-2u	\$ 7,156,843	\$ -	\$ 1,073,526	\$ -	\$ 6,083,317	
72	Lewis Road - Highway 8 to Barton Street	✓	To 2031	0.49	2r-2u	\$ 3,908,425	\$ -	\$ 586,264	\$ -	\$ 3,322,161	
73	Glover Road - Highway 8 to Barton Street		2031 to 2041	0.81	2r-2u	\$ 6,259,225	\$ -	\$ -	\$ 6,259,225	\$ -	
74	Jones Road - Highway 8 to Barton Street	✓	To 2031	0.92	2r-2u	\$ 7,293,473	\$ -	\$ 1,094,021	\$ -	\$ 6,199,452	
75	Jones Road - Barton Street to South Service Road		To 2031	0.92	2r-2i	\$ 8,035,897	\$ -	\$ 4,017,949	\$ -	\$ 4,017,949	
76	Lewis Road - Barton Street to South Service Road		To 2031	0.87	2r-2i	\$ 7,871,843	\$ -	\$ 3,935,922	\$ -	\$ 3,935,922	
77	Millen Road - Barton Street to South Service Road		To 2031	1.07	2r-2i	\$ 9,092,330	\$ -	\$ 3,636,932	\$ -	\$ 5,455,398	
78	South Service Road - Millen Road to Gray Road		2031 to 2041	1.55	2r-2u	\$ 12,006,082	\$ -	\$ -	\$ 12,006,082	\$ -	
<b>Twenty Road East</b>											
79	Upper Ottawa Street - End to Twenty Road		2031 to 2041	0.95	4u	\$ 10,215,838	\$ -	\$ -	\$ 10,215,838	\$ -	
<b>Waterdown</b>											
80	North Waterdown Drive - Centre Road to Parkside Drive		To 2031	1.28	3u	\$ 12,464,597	\$ -	\$ -	\$ -	\$ 12,464,597	
81	Parkside Drive - North Waterdown Drive to Avonsyde Boulevard	✓	To 2031	1.47	2r-3u	\$ 32,319,655	\$ -	\$ 4,847,948	\$ -	\$ 27,471,707	
82	North Waterdown Drive - Clappison Avenue Extension to Mosaic Drive		To 2031	0.59	3u	\$ 5,726,919	\$ -	\$ -	\$ -	\$ 5,726,919	
83	Clappison Avenue Extension - Parkside Drive to North Waterdown Drive		To 2031	0.54	2u	\$ 4,132,544	\$ -	\$ -	\$ -	\$ 4,132,544	
84	Parkside Drive - Hollybush Drive to Highway 6	✓	To 2031	1.07	2r-4u	\$ 10,266,769	\$ -	\$ 4,106,708	\$ -	\$ 6,160,062	
85	Parkside Drive - Main Street to North Waterdown Drive		2031 to 2041	0.59	2r-3u	\$ 4,533,236	\$ -	\$ -	\$ 4,533,236	\$ -	
<b>Other</b>											
86	Binbrook Road - Fletcher Road to Binhaven Road	✓	To 2031	0.91	2r-2u	\$ 7,297,133	\$ -	\$ 1,094,570	\$ -	\$ 6,202,563	
87	LRT corridor - Centennial Parkway/Main Street/King Street to McMaster University		To 2031	13.77	Public Realm Improvements	\$ 9,990,000	\$ -	\$ 1,498,500	\$ -	\$ 8,491,500	
88	Longwood Road - Aberdeen Avenue to Main Street		To 2031	0.64	4u	\$ 8,192,524	\$ -	\$ 4,096,262	\$ -	\$ 4,096,262	
89	Lincoln M. Alexander Parkway-Red Hill Valley Parkway - Highway 403 to Queen Elizabeth Way		2031 to 2041	17.30	4r-6u	\$ 135,000,000	\$ -	\$ -	\$ 135,000,000	\$ -	

Prj. No.	Increased Service Needs Attributable to Anticipated Development	2031 Oversizing (To 2031 Road Projects within the Urban Boundary)*	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Other Deductions	Benefit to Existing Development	Post Period Benefit	Net Capital Cost
<b>Local Share Deductions</b>										
90	Provision for Local Share of Urbanization (Urbanization Rate)					\$ (4,684,630)				\$ (4,684,630)
91	Local Share Deductions					\$ (64,082,002)				\$ (64,082,002)
<b>Major Structures</b>										
92	Highway 5/6 Interchange		To 2031	-	Structure	\$ 60,500,000	\$ 45,500,000	\$ -	\$ -	\$ 15,000,000
93	Mohawk Road - Highway 403 Interchange Ramp		To 2031	-	Structure	\$ 4,042,310	\$ -	\$ 2,021,155	\$ -	\$ 2,021,155
94	Centennial Parkway at QEW		To 2031	-	Interchange Reconfiguration	\$ 8,500,000	\$ -	\$ 4,250,000	\$ -	\$ 4,250,000
95	QEW Off-Ramps at Fifty Road		To 2031	-	Signalization and Ramp Reconfiguration	\$ 4,000,000	\$ -	\$ 600,000	\$ -	\$ 3,400,000
96	Strathcona Pedestrian Bridge		2031 to 2041	-	Structure	\$ 31,500,000	\$ -	\$ -	\$ 31,500,000	\$ -
97	Limeridge Mall Pedestrian Bridge		To 2031	-	Structure	\$ 6,500,000	\$ 3,500,000	\$ 2,430,000	\$ -	\$ 570,000
98	Henderson Lift Pedestrian and Cyclist Bridge		2031 to 2041	-	Structure	\$ 20,000,000	\$ -	\$ -	\$ 20,000,000	\$ -
99	Hamilton Centre Pedestrian and Cyclist Bridge		2031 to 2041	-	Structure	\$ 9,500,000	\$ -	\$ -	\$ 9,500,000	\$ -
100	Red Hill Pedestrian and Cyclist Bridge		To 2031	-	Structure	\$ 19,000,000	\$ -	\$ 15,390,000	\$ -	\$ 3,610,000
101	Dundas Pedestrian and Cyclist Bridge		2031 to 2041	-	Structure	\$ 3,125,000	\$ -	\$ -	\$ 3,125,000	\$ -
102	Margaret St. Park Active Transportation Bridge		2031 to 2041	-	Structure	\$ 5,900,000	\$ -	\$ -	\$ 5,900,000	\$ -
103	Sealey Park Active Transportation Bridge		To 2031	-	Structure	\$ 7,500,000	\$ -	\$ 6,075,000	\$ -	\$ 1,425,000
104	Grade Separation		To 2031	-	Grade Separation	\$ 71,827,667	\$ -	\$ 17,956,917	\$ 26,935,375	\$ 26,935,375
<b>Programs</b>										
105	New Signals (Pedestrian and/or Regular)		2024-2031	-	City-Wide Program	\$ 32,000,000	\$ -	\$ 1,600,000	\$ -	\$ 30,400,000
106	Development Road Urbanization		2024-2031	-	City-Wide Program	\$ 6,500,000	\$ -	\$ 325,000	\$ -	\$ 6,175,000
107	Street Lighting Enhancement Program		2024-2031	-	City-Wide Program	\$ 3,250,000	\$ -	\$ 2,632,500	\$ -	\$ 617,500
108	Pedestrian Crossovers		2024-2031	-	City-Wide Program	\$ 1,680,000	\$ -	\$ 1,360,800	\$ -	\$ 319,200
109	Advanced Traffic Management Systems		2024-2031	-	City-Wide Program	\$ 6,000,000	\$ -	\$ 4,500,000	\$ -	\$ 1,500,000
110	Transit Shelter Expansion Program		2024-2031	-	City-Wide Program	\$ 1,200,000	\$ -	\$ 600,000	\$ -	\$ 600,000
111	Bus Stop Shelter Rehabilitation Program		2024-2031	-	City-Wide Program	\$ 1,000,000	\$ -	\$ 850,000	\$ -	\$ 150,000
112	New Sidewalk Program		2024-2031	-	City-Wide Program	\$ 6,500,000	\$ -	\$ -	\$ -	\$ 6,500,000
113	New Traffic Signals		2024-2031	-	City-Wide Program	\$ 12,000,000	\$ -	\$ 600,000	\$ -	\$ 11,400,000
114	New Traffic Signal - Drakes Drive at North Service Road		2024-2031	-	Traffic Signal	\$ 350,000	\$ -	\$ 17,500	\$ -	\$ 332,500
115	New Traffic Signal - Regional Road 20 at Westbrook Road		2024-2031	-	Traffic Signal	\$ 350,000	\$ -	\$ 17,500	\$ -	\$ 332,500
116	New Traffic Signal - Regional Road 56 at Kirk Road		2024-2031	-	Traffic Signal	\$ 350,000	\$ -	\$ 17,500	\$ -	\$ 332,500
117	New Traffic Signal - Fifty Road at North Service Road		2024-2031	-	Traffic Signal	\$ 350,000	\$ -	\$ 17,500	\$ -	\$ 332,500
118	New Traffic Signal - Fruitland Road at North Service Road		2024-2031	-	Traffic Signal	\$ 350,000	\$ -	\$ 17,500	\$ -	\$ 332,500
119	Unidentified intersection improvements (excluding Traffic Signals)		2024-2031	-	City-Wide Program	\$ 3,250,000	\$ -	\$ 2,632,500	\$ -	\$ 617,500
120	Annual Bike Parking at B/A Line Stops		2024-2031	-	City-Wide Program	\$ 46,000	\$ -	\$ 37,260	\$ -	\$ 8,740
121	Annual Enhanced Bike Parking at Express Bus/Rapid Transit Stops		2024-2031	-	City-Wide Program	\$ 275,000	\$ -	\$ 222,750	\$ -	\$ 52,250
122	Transportation Demand Management		2024-2031	-	City-Wide Program	\$ 4,400,000	\$ -	\$ 3,564,000	\$ -	\$ 836,000
123	Durable Pavement Markings – New Installations		2024-2031	-	City-Wide Program	\$ 1,600,000	\$ -	\$ 240,000	\$ -	\$ 1,360,000
124	Traffic Controller Cabinet Replacements (Capacity Related)		2024-2031	-	City-Wide Program	\$ 3,200,000	\$ -	\$ 160,000	\$ -	\$ 3,040,000
125	Traffic Signal Upgrades		2024-2031	-	City-Wide Program	\$ 2,400,000	\$ -	\$ 120,000	\$ -	\$ 2,280,000
126	Traffic Signal LED Replacement Program		2024-2031	-	City-Wide Program	\$ 1,760,000	\$ -	\$ 1,760,000	\$ -	\$ -
127	Sidewalk Missing Link Program		2024-2031	-	City-Wide Program	\$ 2,000,000	\$ -	\$ 1,620,000	\$ -	\$ 380,000
128	Bike Parking		2024-2031	-	City-Wide Program	\$ 720,000	\$ -	\$ 583,200	\$ -	\$ 136,800
129	Micromobility		2024-2031	-	City-Wide Program	\$ 1,200,000	\$ -	\$ 972,000	\$ -	\$ 228,000
130	Miscellaneous Land Acquisitions		2024-2031	-	City-Wide Program	\$ 6,969,500	\$ -	\$ 348,475	\$ -	\$ 6,621,025
<b>Active Transportation Projects</b>										
131	Barton - Brockley to Fruitland		2024-2031	3.95	Multi-Use Trail	\$ 171,450	\$ -	\$ 138,874	\$ 9,773	\$ 22,803
132	Barton - Red Hill Valley to Lake		2024-2031	1.61	Cycle track	\$ 326,173	\$ -	\$ 264,200	\$ 18,592	\$ 43,381
133	Baseline/ Lockport - Winona Road to Niagara border		2024-2031	1.15	Bike Lane	\$ 32,060	\$ -	\$ 25,968	\$ 1,827	\$ 4,264
134	Battlefield Park - Bruce Trail Link - Greenhill to Bruce Trail to Glover Mtn		2024-2031	0.75	Multi-Use Trail	\$ 742,949	\$ -	\$ 601,788	\$ 42,348	\$ 98,812
135	Beach Bike Lane - under QEW		2024-2031	0.24	Bike Lane	\$ 9,757	\$ -	\$ 7,903	\$ 556	\$ 1,298
136	Beach Boulevard - lift bridge to Woodward/Eastport		2024-2031	4.52	Bike Lane	\$ 131,027	\$ -	\$ 106,132	\$ 7,469	\$ 17,427
137	Beddoe Drive Link		2024-2031	0.91	Multi-Use Trail	\$ 723,434	\$ -	\$ 585,982	\$ 41,236	\$ 96,217
138	Binbrook Road - Regional Road 56 to Southbrook		2024-2031	0.28	Bike Lane	\$ 9,757	\$ -	\$ 7,903	\$ 556	\$ 1,298

Prj. No.	Increased Service Needs Attributable to Anticipated Development	2031 Oversizing (To 2031 Road Projects within the Urban Boundary)*	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Other Deductions	Benefit to Existing Development	Post Period Benefit	Net Capital Cost
139	Binbrook Road - Trinity Church to Royal Winter/Binhaven		2024-2031	2.16	Multi-Use Trail	\$ 342,899	\$ 146,050	\$ -	\$ 59,055	\$ 137,795
140	Birch/ Holton - Burlington St to Cannon/ King/ Delaware		2024-2031	1.40	Bike Lane	\$ 43,211	\$ -	\$ 35,001	\$ 2,463	\$ 5,747
141	Burlington Street East Boulevard Trail - Ottawa to Parkdale to Glow		2024-2031	2.30	Multi-Use Trail	\$ 1,463,595	\$ -	\$ 1,185,512	\$ 83,425	\$ 194,658
142	Burlington Street Link - Ferguson/ Dock Service Road to Sherman		2024-2031	1.88	Multi-Use Trail	\$ 144,966	\$ -	\$ 117,422	\$ 8,263	\$ 19,280
143	Burlington/ Industrial - Sherman to Gage		2024-2031	0.86	Cycle track	\$ 137,996	\$ -	\$ 111,777	\$ 7,866	\$ 18,353
144	Centennial Parkway - North Service to GO station/ Kenora		2024-2031	1.20	Multi-Use Trail	\$ 217,448	\$ -	\$ 176,133	\$ 12,395	\$ 28,921
145	Centre - Concession 8 E to Concession 7 E		2024-2031	1.80	Paved Shoulder	\$ 489,259	\$ -	\$ 73,389	\$ 124,761	\$ 291,109
146	Centre - Grindstone Creek to Concession 5 E		2024-2031	0.45	Paved Shoulder	\$ 122,663	\$ -	\$ 18,399	\$ 31,279	\$ 72,985
147	Centre - Warren/ Carlisle Road to Progreston		2024-2031	0.78	Paved Shoulder	\$ 210,479	\$ -	\$ 31,572	\$ 53,672	\$ 125,235
148	Charlton/ John - James to Ferguson & St Joseph's Dr		2024-2031	0.80	Bike Lane	\$ 117,088	\$ -	\$ 94,841	\$ 6,674	\$ 15,573
149	Chedmac - Southridge to Rice		2024-2031	0.53	Bike Lane	\$ 32,060	\$ -	\$ 25,968	\$ 1,827	\$ 4,264
150	Chedoke Rail Trail - Highway 403 to Dundurn		2024-2031	4.68	Multi-Use Trail	\$ 2,072,729	\$ -	\$ 1,678,911	\$ 118,146	\$ 275,673
151	Cherry Beach Road Link - Millen to Dewitt		2024-2031	0.91	Multi-Use Trail	\$ 326,173	\$ -	\$ 264,200	\$ 18,592	\$ 43,381
152	Christie-Tews - Christie C.A. to Harvest		2024-2031	2.75	Multi-Use Trail	\$ 1,566,744	\$ -	\$ 235,012	\$ 399,520	\$ 932,212
153	Delawana - Kenora to Lake Devil's Punchbowl Link - Mountain Ave/ Lake Ave to Ridge Road/ Devil's		2024-2031	1.02	Bike Lane	\$ 12,545	\$ -	\$ 10,162	\$ 715	\$ 1,668
154	Dewitt - Barton to Dundee		2024-2031	0.42	Multi-Use Trail	\$ 209,085	\$ -	\$ 169,359	\$ 11,918	\$ 27,808
155	Dewitt - Dundee to Ridge		2024-2031	0.90	Bike Lane	\$ 29,272	\$ -	\$ 23,710	\$ 1,668	\$ 3,893
156	Dundas St - Main to Cootes		2024-2031	0.50	Bike Lane	\$ 1,045,425	\$ -	\$ 846,794	\$ 59,589	\$ 139,042
157	Dundas St in Waterdown - Highway 6 to Kearns (border)		2024-2031	0.68	Bike Lane	\$ 22,302	\$ -	\$ 18,065	\$ 1,271	\$ 2,966
158	Dundas St in Waterdown - Highway 6 to Kearns (border)		2024-2031	6.03	Multi-Use Trail	\$ 179,813	\$ -	\$ 145,649	\$ 10,249	\$ 23,915
159	East Townline - Mud to Highland		2024-2031	1.10	Bike Lane	\$ 18,121	\$ -	\$ 2,718	\$ 4,621	\$ 10,782
160	Eastport Drive Lift Bridge Link		2024-2031	0.60	Multi-Use Trail	\$ 2,439,325	\$ -	\$ 1,975,853	\$ 139,042	\$ 324,430
161	Edgewood - Safari to Highway 6		2024-2031	0.90	Bike Lane	\$ 15,333	\$ -	\$ -	\$ 4,600	\$ 10,733
162	Emperor - Brigade to Acadia		2024-2031	0.44	Bike Lane	\$ 22,302	\$ -	\$ 18,065	\$ 1,271	\$ 2,966
163	Existing Pipeline Trail - Main to Strathearne		2024-2031	2.20	Multi-Use Trail	\$ 6,522,058	\$ -	\$ 5,282,867	\$ 371,757	\$ 867,434
164	Fallsview - Sydenham to Rock Chapel Road		2024-2031	1.40	Multi-Use Trail	\$ 487,865	\$ -	\$ -	\$ 146,360	\$ 341,506
165	Fennell Avenue Boulevard Trail - Garth/ West 18th to West 5th		2024-2031	1.20	Multi-Use Trail	\$ 574,287	\$ -	\$ 465,172	\$ 32,734	\$ 76,380
166	Ferguson - Young to Charlton		2024-2031	0.21	Bike Lane	\$ 2,788	\$ -	\$ 2,258	\$ 159	\$ 371
167	Fiddler's Green - Amberly to Carluke		2024-2031	6.77	Bike Lane	\$ 29,272	\$ 8,509	\$ -	\$ 6,229	\$ 14,534
168	Fiddler's Green - Jerseyville to Wilson		2024-2031	0.25	Bike Lane	\$ 8,363	\$ -	\$ 6,774	\$ 477	\$ 1,112
169	First Rd W/Whitedeer/Terryberry & Picardy/ Highbury - Glover Mtn Road/ Ridgeview Dr to Rymal/ Bellagio		2024-2031	4.08	Bike Lane	\$ 66,907	\$ -	\$ 54,195	\$ 3,814	\$ 8,899
170	Frances - Grays to Southshore		2024-2031	1.15	Bike Lane	\$ 217,448	\$ -	\$ 176,133	\$ 12,395	\$ 28,921
171	Frid/Chatham - Longwood to Dundurn		2024-2031	1.00	Bike Lane	\$ 8,363	\$ -	\$ 6,774	\$ 477	\$ 1,112
172	Golf Links/ Halson - Wilson to Southcote		2024-2031	1.19	Bike Lane	\$ 39,029	\$ -	\$ 31,614	\$ 2,225	\$ 5,191
173	Governor's - Wainwright to Lynden		2031-2041	13.06	Paved Shoulder	\$ 908,823	\$ -	\$ -	\$ 908,823	\$ -
174	Governor's - Ogilvie to Main		2024-2031	0.24	Bike Lane	\$ 59,938	\$ -	\$ 48,550	\$ 3,416	\$ 7,972
175	Grays/ Gray - Confederation Park gate to King		2024-2031	3.00	Multi-Use Trail	\$ 163,086	\$ -	\$ 132,100	\$ 9,296	\$ 21,690
176	Greenhill - Harrisford to Summercrest		2024-2031	1.94	Bike Lane	\$ 105,936	\$ -	\$ 85,808	\$ 6,038	\$ 14,090
177	Greenhill - Summercrest to King		2024-2031	1.20	Bike Lane	\$ 65,513	\$ -	\$ 53,066	\$ 3,734	\$ 8,713
178	Hamilton Drive Link		2024-2031	-	Multi-Use Trail	\$ 2,759,922	\$ -	\$ 2,235,537	\$ 157,316	\$ 367,070
179	Hamilton in Waterdown - Centre/Main to Highway 5/Dundas		2024-2031	1.00	Multi-Use Trail	\$ 86,422	\$ -	\$ 70,002	\$ 4,926	\$ 11,494
180	Hamilton-Brantford Rail Trail - Bridlewood Dr to Ewen		2024-2031	4.00	Multi-Use Trail	\$ 565,923	\$ -	\$ 458,398	\$ 32,258	\$ 75,268
181	Hatt - Peel to John		2024-2031	0.65	Cycle track	\$ 40,423	\$ -	\$ 32,743	\$ 2,304	\$ 5,376
182	Hollybush - Parkside to Dundas St		2024-2031	1.10	Bike Lane	\$ 22,302	\$ -	\$ 18,065	\$ 1,271	\$ 2,966
183	Hydro Corridor - Barton to Lawrence		2024-2031	1.90	Multi-Use Trail	\$ 1,743,769	\$ -	\$ 1,412,453	\$ 99,395	\$ 231,921
184	Hydro Corridor - Lawrence Avenue to Greenhill Avenue		2024-2031	1.15	Multi-Use Trail	\$ 599,377	\$ -	\$ 485,495	\$ 34,164	\$ 79,717
185	Hydro Corridor - Wilson/Highway 52 to Regional Road 56		2024-2031	12.70	Multi-Use Trail	\$ 10,617,336	\$ -	\$ -	\$ -	\$ -
186	Iroquois Heights to Old Mohawk - Chedoke Rail Trail to Old Mohawk Road		2024-2031	0.85	Multi-Use Trail	\$ 443,260	\$ -	\$ 359,041	\$ 25,266	\$ 58,954
187	Jones Road Link		2024-2031	2.67	Multi-Use Trail	\$ 309,446	\$ 224,257	\$ -	\$ 25,557	\$ 59,632
188	Karst Escarpment Loop - Pritchard to Mount Albion/Winterberry		2024-2031	0.70	Multi-use Trail	\$ 543,621	\$ -	\$ 440,333	\$ 30,986	\$ 72,302
189	Kenora/ Greenford/ Owen - Bancroft to King		2024-2031	2.60	Bike Lane	\$ 239,751	\$ -	\$ 194,198	\$ 13,666	\$ 31,887
190	Kentley - Eugene to Kenora		2024-2031	0.40	Signed Bike Route	\$ 5,576	\$ -	\$ 4,516	\$ 318	\$ 742

Prj. No.	Increased Service Needs Attributable to Anticipated Development	2031 Oversizing (To 2031 Road Projects within the Urban Boundary)*	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Other Deductions	Benefit to Existing Development	Post Period Benefit	Net Capital Cost
191	Kerns Road,Waterdown South Link		2024-2031	-	Multi-Use Trail	\$ 1,333,962	\$ -	\$ 1,080,509	\$ 76,036	\$ 177,417
192	King in Dundas - Bond to Peel		2024-2031	0.80	Bike Lane	\$ 43,211	\$ -	\$ 35,001	\$ 2,463	\$ 5,747
193	King over Red Hill Valley Parkway - Lawrence to Pottruff		2024-2031	0.60	Cycle track	\$ 37,635	\$ -	\$ 30,485	\$ 2,145	\$ 5,005
194	Kitty Murray - Garner to Golf Links		2024-2031	2.26	Bike Lane	\$ 73,877	\$ -	\$ 59,840	\$ 4,211	\$ 9,826
195	Limeridge - Birchview to Mtn Brow		2024-2031	1.98	Bike Lane	\$ 97,573	\$ -	\$ 79,034	\$ 5,562	\$ 12,977
196	Limeridge - Garth/ Bonaventure to West 5th/ Hawkridge		2024-2031	1.37	Bike Lane	\$ 73,877	\$ -	\$ 59,840	\$ 4,211	\$ 9,826
197	Limeridge Mall Hydro Corridor Trail - Mohawk Road to South of Rymal		2024-2031	3.80	Multi-Use Trail	\$ 1,957,036	\$ 1,957,036	\$ -	\$ -	\$ -
198	Lovers Lane - Sulphur Springs to Jerseyville		2024-2031	0.90	Bike Lane	\$ 29,272	\$ -	\$ 23,710	\$ 1,668	\$ 3,893
199	Marston - Paramount to Gordon Drummond		2024-2031	0.40	Bike Lane	\$ 19,515	\$ -	\$ 15,807	\$ 1,112	\$ 2,595
200	Meadowbrook		2024-2031	1.00	Bike Lane	\$ 22,302	\$ -	\$ 18,065	\$ 1,271	\$ 2,966
201	Meadowlands/ Raymond - Golf Links to Garner		2024-2031	2.10	Bike Lane	\$ 68,301	\$ -	\$ 55,324	\$ 3,893	\$ 9,084
202	Millen - Shoreview to Millen/ Seaman		2024-2031	0.50	Bike Lane	\$ 43,211	\$ 20,532	\$ 18,370	\$ 1,293	\$ 3,016
203	Mohawk - Old Mohawk to Upper Paradise		2024-2031	1.83	Bike Lane	\$ 65,513	\$ -	\$ 53,066	\$ 3,734	\$ 8,713
204	Montclair/ Central/ Graham/ Frederick		2024-2031	3.80	Signed Bike Route	\$ 26,484	\$ -	\$ 21,452	\$ 1,510	\$ 3,522
205	Mountain Brow Boulevard Trail - Mohawk to Arbour		2024-2031	1.81	Multi-Use Trail	\$ 522,319	\$ -	\$ 422,268	\$ 29,715	\$ 69,335
206	Mountain Brow East Path - Rendell to Oakcrest		2024-2031	0.81	Multi-Use Trail	\$ 2,174,484	\$ -	\$ 1,761,332	\$ 123,946	\$ 289,206
207	Mountain Brow in Waterdown - Mill to Burke to King Road		2024-2031	1.20	Multi-Use Trail	\$ 919,974	\$ -	\$ 745,179	\$ 52,439	\$ 122,357
208	Museum of Steam and Tech Link - Woodward to Red Hill Valley Trail		2024-2031	0.75	Multi-Use Trail	\$ 846,097	\$ -	\$ 685,339	\$ 48,228	\$ 112,531
209	Nash - Bancroft to King		2024-2031	2.58	Cycle track	\$ 140,784	\$ -	\$ 114,035	\$ 8,025	\$ 18,724
210	North Service Road - Bellavista to Baseline		2024-2031	0.98	Bike Lane	\$ 32,060	\$ -	\$ 25,968	\$ 1,827	\$ 4,264
211	North Service Road - Dewitt to Lakeview		2024-2031	0.73	Bike Lane	\$ 22,302	\$ -	\$ 18,065	\$ 1,271	\$ 2,966
212	Northlawn Avenue Link		2024-2031	1.10	Multi-Use Trail	\$ 557,560	\$ 81,100	\$ -	\$ 142,938	\$ 333,522
213	Ogilvie/ Old Ancaster - Hatt/ King to Hamilton-Brantford Rail Trail		2024-2031	0.80	Bike Lane	\$ 19,515	\$ -	\$ 15,807	\$ 1,112	\$ 2,595
214	Old Guelph Road - Paterson to York Bike Lane		2024-2031	3.53	Paved Shoulder	\$ 1,264,267	\$ -	\$ 189,640	\$ 322,388	\$ 752,239
215	Old Mud - Mt Albion to Winterberry		2024-2031	0.40	Bike Lane	\$ 12,545	\$ -	\$ 10,162	\$ 715	\$ 1,668
216	Osler/ Main - Hatt/ King to Main + 125m of Main		2024-2031	2.00	Bike Lane	\$ 122,663	\$ -	\$ 99,357	\$ 6,992	\$ 16,314
217	Ottawa Street South - Bruce Trail Link		2024-2031	0.39	Multi-Use Trail	\$ 956,215	\$ -	\$ 774,534	\$ 54,504	\$ 127,177
218	Proposed Pipeline Trail - Museum of Steam and Technology to Mahoney		2024-2031	2.40	Multi-Use Trail	\$ 720,646	\$ -	\$ 583,724	\$ 41,077	\$ 95,846
219	Queensdale - Upper Sherman to Upper Ottawa		2024-2031	1.56	Bike Lane	\$ 50,180	\$ -	\$ 40,646	\$ 2,860	\$ 6,674
220	Queensdale - Upper Wellington to Skyland		2024-2031	0.39	Bike Lane	\$ 54,362	\$ -	\$ 44,033	\$ 3,099	\$ 7,230
221	Queenston/ Highway 8 - King to Dewitt		2024-2031	1.37	Bike Lane	\$ 342,899	\$ -	\$ 277,749	\$ 19,545	\$ 45,606
222	Regional Road 56 - Swayze Road to Cemetery		2024-2031	4.60	Multi-Use Trail	\$ 4,347,574	\$ 1,414,215	\$ -	\$ 880,008	\$ 2,053,351
223	Regional Road 56 south of Kirk - Windwood to Kirk		2024-2031	1.14	Multi-Use Trail	\$ 1,087,242	\$ -	\$ 163,086	\$ 277,247	\$ 646,909
224	Ridge Road - Devil Punch Bowl to Dewitt		2024-2031	2.91	Multi-Use Trail	\$ 1,087,242	\$ -	\$ 880,666	\$ 61,973	\$ 144,603
225	Rousseaux/ Mohawk - Wilson to Filman		2024-2031	1.60	Bike Lane	\$ 313,628	\$ -	\$ 254,038	\$ 17,877	\$ 41,712
226	Scenic - Chedoke Rail Ttrail to Upper Paradise		2024-2031	2.27	Bike Lane	\$ 37,635	\$ -	\$ 30,485	\$ 2,145	\$ 5,005
227	Scenic/ Denlow - Upper Paradise to Garth		2024-2031	0.95	Bike Lane	\$ 15,333	\$ -	\$ 12,420	\$ 874	\$ 2,039
228	Shaver - Wilson to Garner		2024-2031	0.52	Multi-Use Trail	\$ 16,727	\$ -	\$ 13,549	\$ 953	\$ 2,225
229	Stuart Street Rail Link		2024-2031	0.94	Multi-Use Trail	\$ 354,051	\$ -	\$ 286,781	\$ 20,181	\$ 47,089
230	Upper James - William Connell Park		2024-2031	0.38	Multi-Use Trail	\$ 313,628	\$ -	\$ 254,038	\$ 17,877	\$ 41,712
231	Upper Sherman - Stone Church to Rymal to Miles		2024-2031	1.00	Bike Lane	\$ 249,508	\$ 249,508	\$ -	\$ -	\$ -
232	Upper Wentworth - Concession to Fennell		2024-2031	1.03	Bike Lane	\$ 55,756	\$ -	\$ 45,162	\$ 3,178	\$ 7,416
233	Upper Wentworth - Fennell to East 24th		2024-2031	1.03	Bike Lane	\$ 55,756	\$ -	\$ 45,162	\$ 3,178	\$ 7,416
234	Valley Road - Rock Chapel to York Road		2024-2031	1.40	Paved Shoulder	\$ 434,897	\$ -	\$ 65,235	\$ 110,899	\$ 258,764
235	Van Wagner's - Beach Bike Lane to Centennial Parkway		2024-2031	2.50	Bike Lane	\$ 108,724	\$ -	\$ 88,067	\$ 6,197	\$ 14,460
236	Victoria - Young to Burlington		2024-2031	2.53	Bike Lane	\$ 55,756	\$ -	\$ 45,162	\$ 3,178	\$ 7,416
237	Walnut Grove & Sanctuary Park - Walnut Grove/ Ogilvie to Highland Park Dr		2024-2031	0.40	Multi-Use Trail	\$ 510,167	\$ -	\$ 413,236	\$ 29,080	\$ 67,852
238	Warrington/ South Service/ Lake - Centennial Parkway to Maple		2024-2031	3.86	Multi-Use Trail	\$ 108,724	\$ -	\$ 88,067	\$ 6,197	\$ 14,460
239	White Church Road West Airport Link		2024-2031	-	Multi-Use Trail	\$ 938,095	\$ -	\$ -	\$ 281,428	\$ 656,666
240	White Church Road West Link		2024-2031	6.55	Multi-Use Trail	\$ 1,832,979	\$ 798,725	\$ -	\$ 310,276	\$ 723,977
241	Wilson in Ancaster - Rousseaux to Halson		2024-2031	0.85	Bike Lane	\$ 27,878	\$ -	\$ 22,581	\$ 1,589	\$ 3,708
242	Winona - Lido/ shore to Peachtree (Helena)		2024-2031	1.97	Multi-Use Trail	\$ 64,119	\$ -	\$ 51,937	\$ 3,655	\$ 8,528
243	York Road - Olympic to Valley Road		2024-2031	1.70	Paved Shoulder	\$ 609,134	\$ -	\$ 91,370	\$ 155,329	\$ 362,435

Prj. No.	Increased Service Needs Attributable to Anticipated Development	2031 Oversizing (To 2031 Road Projects within the Urban Boundary)*	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Other Deductions	Benefit to Existing Development	Post Period Benefit	Net Capital Cost
244	York Road & York Road at Old Guelph - Valley Road to Highway 6		2024-2031	2.50	Multi-Use Trail	\$ 1,997,459	\$ -	\$ -	\$ 599,238	\$ 1,398,221
245	Acadia - Emperor to End		2024-2031	0.54	Signed Bike Route	\$ 21,732	\$ -	\$ 17,603	\$ 1,239	\$ 2,890
246	Airport Road - Butter to Miles		2024-2031	6.66	Bike Lane	\$ 932,965	\$ 812,142	\$ -	\$ 36,247	\$ 84,576
247	Alma - Sydenham to Queen		2024-2031	0.09	Bike Lane	\$ 12,302	\$ -	\$ 9,965	\$ 701	\$ 1,636
248	Aquasanta - Diconzo to Ascoli		2024-2031	0.09	Signed Bike Route	\$ 3,576	\$ -	\$ 2,897	\$ 204	\$ 476
249	Baker - Breadalbane to Dundurn		2024-2031	0.14	Signed Bike Route	\$ 5,681	\$ -	\$ 4,602	\$ 324	\$ 756
250	Winston - Hunter to 413m west of Kelson Ave N		2024-2031	2.06	Bike Lane	\$ 288,999	\$ -	\$ 43,350	\$ 73,695	\$ 171,955
251	Bedrock - First Rd W to 300m West of First Rd W		2024-2031	0.33	Bike Lane	\$ 45,816	\$ -	\$ 37,111	\$ 2,612	\$ 6,094
252	Bellagio - Fletcher to Terryberry		2024-2031	1.64	Bike Lane	\$ 229,437	\$ -	\$ 185,844	\$ 13,078	\$ 30,515
253	Binbrook Road - Southbrook to Boundary		2024-2031	6.02	Paved Shoulder	\$ 1,805,365	\$ -	\$ 270,805	\$ 460,368	\$ 1,074,192
254	Book Road - Shaver to Fiddler's Green		2031-2041	2.50	Paved Shoulder	\$ 751,147	\$ -	\$ -	\$ 751,147	\$ -
255	Book Road - Fiddler's Green to Glancaster		2024-2031	3.42	Bike Lane	\$ 478,291	\$ 417,469	\$ 49,266	\$ 3,467	\$ 8,089
256	Brantdale - West Fifth Street to Upper James		2024-2031	0.42	Signed Bike Route	\$ 16,894	\$ -	\$ 13,684	\$ 963	\$ 2,247
257	Bridlewood - Governor's to Highland Park Drive		2024-2031	0.59	Signed Bike Route	\$ 23,434	\$ -	\$ 18,982	\$ 1,336	\$ 3,117
258	Brigade - Upper Wellington to Emperor		2024-2031	0.82	Signed Bike Route	\$ 32,712	\$ -	\$ 26,497	\$ 1,865	\$ 4,351
259	Brock - Harvest Road to Highway 8		2024-2031	0.55	Paved Shoulder	\$ 164,442	\$ -	\$ 24,666	\$ 41,933	\$ 97,843
260	Brock - Safari to Freelon		2024-2031	4.50	Paved Shoulder	\$ 1,351,337	\$ -	\$ -	\$ 405,401	\$ 945,936
261	Burke - Great Falls Blvd to McKnight Ave E		2024-2031	0.51	Bike Lane	\$ 71,675	\$ -	\$ 58,057	\$ 4,085	\$ 9,533
262	Butter - Glancaster to Fiddler's Green		2024-2031	2.21	Bike Lane	\$ 309,163	\$ -	\$ -	\$ 92,749	\$ 216,414
263	Canada - Locke to Queen		2024-2031	0.41	Signed Bike Route	\$ 16,392	\$ -	\$ 13,277	\$ 934	\$ 2,180
264	Carlisle Trail Loop - Centre Road to Border		2024-2031	3.35	Paved Shoulder	\$ 1,006,151	\$ -	\$ 150,923	\$ 256,568	\$ 598,660
265	Carlson Street - Highland Road to End		2024-2031	0.11	Signed Bike Route	\$ 4,410	\$ -	\$ 3,572	\$ 251	\$ 586
266	Carluka - Glancaster to Shaver		2031-2041	3.53	Paved Shoulder	\$ 1,058,213	\$ -	\$ -	\$ 1,058,213	\$ -
267	Central - Edgemont to Cochrane		2024-2031	1.54	Signed Bike Route	\$ 61,437	\$ -	\$ 49,764	\$ 3,502	\$ 8,171
268	Concession 10 West - Foreman to Freelon		2024-2031	9.28	Signed Bike Route	\$ 371,340	\$ -	\$ -	\$ 111,402	\$ 259,938
269	Concession 11 E - Centre Road to Freelon		2024-2031	2.65	Paved Shoulder	\$ 794,371	\$ -	\$ -	\$ 238,311	\$ 556,060
270	Concession 4 West - Millgrove Sideroad to Highway 6		2031-2041	1.78	Paved Shoulder	\$ 532,612	\$ -	\$ -	\$ 532,612	\$ -
271	Concession 6 East - Highway 6 to Centre Road		2031-2041	2.79	Paved Shoulder	\$ 836,846	\$ -	\$ -	\$ 836,846	\$ -
272	Concession 7 West - Boundary to Edgewood Road		2024-2031	18.80	Paved Shoulder	\$ 5,640,591	\$ -	\$ -	\$ 1,692,177	\$ 3,948,414
273	Concession 8 West - Middletown to Middletown		2024-2031	0.14	Signed Bike Route	\$ 5,787	\$ -	\$ 868	\$ 1,476	\$ 3,443
274	Concession Street - Mountain Park Ave to Mountain Brow Boulevard		2024-2031	0.51	Bike Lane	\$ 71,122	\$ -	\$ 57,609	\$ 4,054	\$ 9,459
275	Confederation Beach Park - Centennial Parkway to West of Gray		2024-2031	1.98	Signed Bike Route	\$ 79,281	\$ -	\$ 64,218	\$ 4,519	\$ 10,544
276	Cormorant - Trinity to Shaver		2024-2031	2.46	Bike Lane	\$ 344,713	\$ -	\$ 279,217	\$ 19,649	\$ 45,847
277	Culotta - Perrelli to Chudleigh		2024-2031	0.14	Signed Bike Route	\$ 5,564	\$ -	\$ 4,507	\$ 317	\$ 740
278	Diconzo Dr - Aquasanta Crescent to South Turn on Diconzo Drive		2024-2031	0.36	Signed Bike Route	\$ 14,232	\$ -	\$ 11,528	\$ 811	\$ 1,893
279	Diconzo Dr - Upper Wellington to Trieste		2024-2031	0.20	Signed Bike Route	\$ 8,182	\$ -	\$ 6,628	\$ 466	\$ 1,088
280	Dundurn - Main to King		2024-2031	0.28	Bike Lane	\$ 39,076	\$ -	\$ 31,651	\$ 2,227	\$ 5,197
281	Edgemont - Montclair to Central		2024-2031	0.18	Signed Bike Route	\$ 7,202	\$ -	\$ 5,834	\$ 411	\$ 958
282	Eighth Road Link - Ridge to Boundary		2031-2041	5.51	Paved Shoulder	\$ 1,651,643	\$ -	\$ -	\$ 1,651,643	\$ -
283	Eleventh - Mud to Green Mountain Road		2024-2031	1.11	Signed Bike Route	\$ 44,403	\$ -	\$ -	\$ 13,321	\$ 31,082
284	Emerson - Whitney to Main		2024-2031	0.65	Bike Lane	\$ 91,299	\$ -	\$ 73,952	\$ 5,204	\$ 12,143
285	Empress - Upper James to East Sixth Street		2024-2031	0.71	Signed Bike Route	\$ 28,561	\$ -	\$ 23,135	\$ 1,628	\$ 3,799
286	Eugene - Pottruff to Nugent		2024-2031	0.18	Signed Bike Route	\$ 7,020	\$ -	\$ 5,687	\$ 400	\$ 934
287	Fallsview - Harvest Road to Sydenham		2024-2031	2.47	Signed Bike Route	\$ 98,780	\$ -	\$ -	\$ 29,634	\$ 69,146
288	Ferguson - Dock Service Road to Burlington		2024-2031	0.28	Signed Bike Route	\$ 11,143	\$ -	\$ 9,026	\$ 635	\$ 1,482
289	Ferguson - Young to North of Young		2024-2031	0.05	Bike Lane	\$ 7,238	\$ -	\$ 5,863	\$ 413	\$ 963
290	Field - Jerseyville Rd W to Governor's Rd		2031-2041	3.88	Paved Shoulder	\$ 1,162,739	\$ -	\$ -	\$ 1,162,739	\$ -
291	Fifty - Ridge to Cokers		2024-2031	1.51	Paved Shoulder	\$ 452,414	\$ -	\$ 67,862	\$ 115,366	\$ 269,186
292	Fifty - Coke to North Service Road		2024-2031	2.24	Bike Lane	\$ 313,978	\$ 110,740	\$ 164,623	\$ 11,585	\$ 27,031
293	Filman - Wilson St E to End		2024-2031	0.40	Signed Bike Route	\$ 15,969	\$ -	\$ -	\$ 4,791	\$ 11,178
294	First Road East - Highland Road to Ridge Road		2031-2041	3.83	Paved Shoulder	\$ 1,148,959	\$ -	\$ -	\$ 1,148,959	\$ -
295	First Road West - North End to Highbury Drive		2024-2031	0.10	Bike Lane	\$ 14,156	\$ -	\$ 11,466	\$ 807	\$ 1,883
296	Flamborough Puslinch Tlin - Maddaugh Road to Centre		2031-2041	1.81	Paved Shoulder	\$ 542,586	\$ -	\$ -	\$ 542,586	\$ -
297	Fleming - North End to York		2024-2031	0.26	Signed Bike Route	\$ 10,268	\$ -	\$ -	\$ 3,081	\$ 7,188
298	Fletcher - Rymal to Pinehill		2024-2031	0.32	Paved Shoulder	\$ 96,800	\$ -	\$ 78,408	\$ 5,518	\$ 12,874
299	Foreman - Boundary to Regional Road 97		2024-2031	3.08	Signed Bike Route	\$ 123,285	\$ -	\$ -	\$ 36,986	\$ 86,300
300	Franklin - Parkview to Longwood		2024-2031	0.20	Signed Bike Route	\$ 7,980	\$ -	\$ 6,464	\$ 455	\$ 1,061
301	Frederick - Barton to Roxborough		2024-2031	0.62	Signed Bike Route	\$ 24,851	\$ -	\$ 20,130	\$ 1,417	\$ 3,305

Prj. No.	Increased Service Needs Attributable to Anticipated Development	2031 Oversizing (To 2031 Road Projects within the Urban Boundary)*	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Other Deductions	Benefit to Existing Development	Post Period Benefit	Net Capital Cost
302	Freelton - Concession 11 E to South of Highway 6		2024-2031	0.38	Bike Lane	\$ 53,503	\$ -	\$ -	\$ 16,051	\$ 37,452
303	Fruitland - Highway 8 to North Service Road		2024-2031	2.42	Bike Lane	\$ 339,460	\$ 196,897	\$ 115,476	\$ 8,126	\$ 18,961
304	Galbraith - Lake Avenue to Galbraith Three-way Intersection		2024-2031	0.52	Signed Bike Route	\$ 20,811	\$ -	\$ 16,857	\$ 1,186	\$ 2,768
					Paved Multi-Use					
305	Garth - Denlow to Fennell		2024-2031	0.14	Recreational Trail	\$ 106,711	\$ -	\$ 86,436	\$ 6,083	\$ 14,193
306	Garth St Extension - 20 Rd W to Dickenson Rd W		2024-2031	1.38	Bike Lane	\$ 192,797	\$ 32,547	\$ 129,802	\$ 9,134	\$ 21,313
307	Glancaster - Carluke to Airport		2024-2031	1.45	Bike Lane	\$ 202,858	\$ -	\$ 30,429	\$ 51,729	\$ 120,701
308	Glenfern - Kent to Kent		2024-2031	0.04	Signed Bike Route	\$ 1,402	\$ -	\$ 1,136	\$ 80	\$ 187
309	Glover - Watercrest to End		2024-2031	0.11	Bike Lane	\$ 14,756	\$ -	\$ 11,952	\$ 841	\$ 1,963
310	Glow - Parkdale to East of Tate		2024-2031	0.63	Signed Bike Route	\$ 25,311	\$ -	\$ 20,502	\$ 1,443	\$ 3,366
311	Golf Club - Woodburn to Westbrook		2024-2031	2.07	Signed Bike Route	\$ 82,657	\$ -	\$ -	\$ 24,797	\$ 57,860
312	Golf Links - Stone Church to Kitty Murray		2024-2031	1.30	Bike Lane	\$ 182,341	\$ -	\$ 147,696	\$ 10,393	\$ 24,251
313	Gordon Drummond - Marston to Nordale		2024-2031	0.04	Signed Bike Route	\$ 1,739	\$ -	\$ 1,408	\$ 99	\$ 231
314	Graham Ave North - Central to Roxborough		2024-2031	0.78	Signed Bike Route	\$ 31,165	\$ -	\$ 25,243	\$ 1,776	\$ 4,145
315	Guise - Leander to Catharine		2024-2031	0.54	Bike Lane	\$ 76,112	\$ -	\$ 61,651	\$ 4,338	\$ 10,123
316	Gunby - Sadielou to Painter		2024-2031	0.50	Bike Lane	\$ 69,518	\$ -	\$ 56,310	\$ 3,963	\$ 9,246
					Paved Multi-Use					
317	Harrison - Kirk to Binbrook Conservation Area Road		2024-2031	1.30	Recreational Trail	\$ 975,138	\$ -	\$ 146,271	\$ 248,660	\$ 580,207
318	Harvest - Sydenham to Brock		2024-2031	3.40	Paved Shoulder	\$ 1,020,108	\$ -	\$ 153,016	\$ 260,128	\$ 606,964
319	Highland Rd E - Upper Red Hill Valley Pkwy to Winterberry		2024-2031	0.94	Bike Lane	\$ 131,512	\$ -	\$ 106,525	\$ 7,496	\$ 17,491
320	Highland Rd E - Upper Centennial Pkwy to E Town Line		2031-2041	10.17	Paved Shoulder	\$ 3,051,099	\$ -	\$ -	\$ 3,051,099	\$ -
321	Highway 5 West - Dundas St E to Sydenham		2024-2031	3.02	Paved Shoulder	\$ 905,690	\$ -	\$ -	\$ 271,707	\$ 633,983
322	Highway 8 (Flam) - Boundary to Brock		2031-2041	22.30	Paved Shoulder	\$ 6,691,317	\$ -	\$ -	\$ 6,691,317	\$ -
323	Highway 8 (Sc) - Fifty to Boundary		2031-2041	0.81	Bike Lane	\$ 113,390	\$ -	\$ -	\$ 113,390	\$ -
324	Holton - King to Delaware		2024-2031	0.57	Signed Bike Route	\$ 22,826	\$ -	\$ 18,489	\$ 1,301	\$ 3,036
325	Holton - King to Wilson		2024-2031	0.18	Bike Lane	\$ 25,738	\$ -	\$ 20,848	\$ 1,467	\$ 3,423
326	Homestead Dr Path - Upper James to 1200m East of Upper James		2024-2031	1.24	Bike Lane	\$ 173,375	\$ -	\$ 140,433	\$ 9,882	\$ 23,059
327	Hughson - Cannon to Hunter		2024-2031	0.81	Bike Lane	\$ 113,938	\$ -	\$ 92,290	\$ 6,494	\$ 15,154
328	Hunt - Christ the King Elementary School Road to Breadalbane		2024-2031	0.57	Signed Bike Route	\$ 22,819	\$ -	\$ 18,483	\$ 1,301	\$ 3,035
329	Hunter - Locke to Queen		2024-2031	0.41	Signed Bike Route	\$ 16,421	\$ -	\$ 13,301	\$ 936	\$ 2,184
330	Inverness - Tanner to East 8th		2024-2031	0.77	Bike Lane	\$ 107,800	\$ -	\$ 87,318	\$ 6,145	\$ 14,337
331	Jackson St W - End to Locke St S		2024-2031	0.38	Signed Bike Route	\$ 15,222	\$ -	\$ 12,330	\$ 868	\$ 2,025
332	Jerseyville Rd W - Boundary to East of Paddy Greens		2031-2041	18.45	Paved Shoulder	\$ 5,533,950	\$ -	\$ -	\$ 5,533,950	\$ -
333	Jerseyville Rd W - West of Shaver to Wilson		2024-2031	3.49	Paved Shoulder	\$ 1,046,152	\$ 637,152	\$ 331,290	\$ 23,313	\$ 54,397
334	John - Guise to Burlington		2024-2031	0.29	Bike Lane	\$ 41,233	\$ -	\$ 33,399	\$ 2,350	\$ 5,484
335	Kay Drage Park Link - Hunt to End		2024-2031	0.55	Signed Bike Route	\$ 21,874	\$ -	\$ 17,718	\$ 1,247	\$ 2,909
336	Kay Drage Park Link - Macklin to End		2024-2031	0.14	Signed Bike Route	\$ 5,707	\$ -	\$ 4,623	\$ 325	\$ 759
337	King William - James St N to Catharine St N		2024-2031	0.34	Signed Bike Route	\$ 13,479	\$ -	\$ 10,918	\$ 768	\$ 1,793
338	Kirk - Harrison to Highway 56		2024-2031	0.98	Recreational Trail	\$ 731,458	\$ -	\$ 109,719	\$ 186,522	\$ 435,217
339	Kirkwall - Regional Road 97 to South of Concession 8 W		2024-2031	2.51	Signed Bike Route	\$ 100,255	\$ -	\$ -	\$ 30,077	\$ 70,179
340	Kirkwall - South of Concession 8 W to Woodhill Rd		2024-2031	5.78	Paved Shoulder	\$ 1,735,196	\$ -	\$ -	\$ 520,559	\$ 1,214,637
341	Lafarge 2000 (Middletown Rd) - Concession 6 W to Highway 8		2024-2031	7.91	Signed Bike Route	\$ 316,597	\$ -	\$ 47,489	\$ 80,732	\$ 188,375
342	Lafarge 2000 (Middletown Rd/Binkley Rd) - Highway 8 to Mineral Springs Rd		2024-2031	3.57	Paved Shoulder	\$ 1,071,041	\$ -	\$ -	\$ 321,312	\$ 749,728
343	Lamoreaux - Dundurn t N to Strathcona Ave N		2024-2031	0.23	Signed Bike Route	\$ 9,074	\$ -	\$ 7,350	\$ 517	\$ 1,207
344	Leland - Main to North of Ward		2024-2031	0.29	Signed Bike Route	\$ 11,798	\$ -	\$ 9,557	\$ 673	\$ 1,569
345	Lido - Riviera to Winona		2024-2031	0.39	Signed Bike Route	\$ 15,590	\$ -	\$ 12,628	\$ 889	\$ 2,073
346	Livingstone - Sydenham to Queen		2024-2031	0.11	Bike Lane	\$ 15,772	\$ -	\$ 12,775	\$ 899	\$ 2,098
347	Locke - York Blvd to Barton		2024-2031	0.26	Bike Lane	\$ 35,765	\$ -	\$ 28,970	\$ 2,039	\$ 4,757
348	Longwood - Main St W to Frid St		2024-2031	0.40	Bike Lane	\$ 55,713	\$ -	\$ 45,128	\$ 3,176	\$ 7,410
349	Macklin St S - King St W to Main St W		2024-2031	0.24	Signed Bike Route	\$ 9,513	\$ -	\$ 7,706	\$ 542	\$ 1,265
350	Maddaugh Road - Gore to Highway 6		2024-2031	0.95	Signed Bike Route	\$ 37,834	\$ -	\$ -	\$ 11,350	\$ 26,484
351	Maddaugh Road - Highway 6 to Flamborough Puslinch Tlin		2031-2041	1.11	Paved Shoulder	\$ 334,364	\$ -	\$ -	\$ 334,364	\$ -
352	Maggie Johnson - Tanglewood to Highway 56		2024-2031	0.23	Bike Lane	\$ 32,107	\$ -	\$ 26,007	\$ 1,830	\$ 4,270
353	Main St W - Frid to Dundurn St S		2024-2031	0.27	Bike Lane	\$ 37,206	\$ -	\$ 30,137	\$ 2,121	\$ 4,948
354	Malton - Christine to Upper James		2024-2031	0.34	Signed Bike Route	\$ 13,738	\$ -	\$ 11,128	\$ 783	\$ 1,827



Prj. No.	Increased Service Needs Attributable to Anticipated Development	2031 Oversizing (To 2031 Road Projects within the Urban Boundary)*	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Other Deductions	Benefit to Existing Development	Post Period Benefit	Net Capital Cost
355	Maple/Mountain Ave Extension - Lake Ave S to Mountain Ave S		2024-2031	0.13	Signed Bike Route	\$ 5,272	\$ -	\$ 4,270	\$ 301	\$ 701
356	Marion - Dromore to King St W		2024-2031	0.34	Signed Bike Route	\$ 13,553	\$ -	\$ 10,978	\$ 773	\$ 1,803
357	Market - Hatt to MacNab		2024-2031	0.09	Bike Lane	\$ 13,000	\$ -	\$ 10,530	\$ 741	\$ 1,729
358	Market - MacNab to Creighton		2024-2031	0.09	Signed Bike Route	\$ 3,608	\$ -	\$ 2,922	\$ 206	\$ 480
359	Mayfair - Creighton to Tally Ho		2024-2031	0.31	Signed Bike Route	\$ 12,397	\$ -	\$ 10,041	\$ 707	\$ 1,649
360	McNeilly/8th Road E - Highway 8 to Ridge Road		2024-2031	1.55	Signed Bike Route	\$ 62,051	\$ -	\$ -	\$ 18,615	\$ 43,436
361	Middleton Rd - North of Regional Road 97 to Regional Road 97		2024-2031	0.44	Signed Bike Route	\$ 17,734	\$ -	\$ 2,660	\$ 4,522	\$ 10,551
362	Middleton Rd - North of Concession 8 W to Safari		2024-2031	2.32	Signed Bike Route	\$ 92,626	\$ -	\$ 13,894	\$ 23,620	\$ 55,112
363	Miles - Rymal Rd E to Boundary		2031-2041	10.88	Paved Shoulder	\$ 3,265,308	\$ -	\$ -	\$ 3,265,308	\$ -
364	Millgrove Sr - Highway 6 N to Highway 5 W		2024-2031	0.71	Paved Shoulder	\$ 214,008	\$ -	\$ 32,101	\$ 54,572	\$ 127,335
365	Mineral Springs - Binkley to Sulphur Springs		2031-2041	1.27	Paved Shoulder	\$ 381,791	\$ -	\$ -	\$ 381,791	\$ -
366	Mount Albion - Lawrence to South of Glen Castle		2024-2031	1.39	Bike Lane	\$ 194,283	\$ -	\$ 157,369	\$ 11,074	\$ 25,840
367	Mountain Brow - Concession Street to Rendell		2024-2031	0.27	Bike Lane	\$ 37,692	\$ -	\$ 30,530	\$ 2,148	\$ 5,013
368	Mud - Eleventh Road E to Boundary		2031-2041	0.89	Paved Shoulder	\$ 266,629	\$ -	\$ -	\$ 266,629	\$ -
369	Napier - Queen St N to Bay St N		2024-2031	0.55	Signed Bike Route	\$ 22,063	\$ -	\$ 17,871	\$ 1,258	\$ 2,934
370	Nisbet - Centre Road to Wimberly		2024-2031	0.97	Bike Lane	\$ 136,363	\$ -	\$ 110,454	\$ 7,773	\$ 18,136
371	Nordale - Gordon Drummond to End		2024-2031	0.39	Signed Bike Route	\$ 15,414	\$ -	\$ 12,485	\$ 879	\$ 2,050
372	Nugent - Kentley to Eugene		2024-2031	0.13	Signed Bike Route	\$ 5,181	\$ -	\$ 4,197	\$ 295	\$ 689
373	Old Mud - Upper Mount Albion to Cedarville		2024-2031	0.28	Bike Lane	\$ 39,480	\$ -	\$ 31,979	\$ 2,250	\$ 5,251
374	Ottawa - Main to Montclair		2024-2031	0.49	Bike Lane	\$ 67,977	\$ -	\$ 55,061	\$ 3,875	\$ 9,041
375	Parkdale Ave - Nikola Tesla Blvd to Glow		2024-2031	0.18	Paved Multi-Use Recreational Trail	\$ 138,334	\$ -	\$ 112,051	\$ 7,885	\$ 18,398
376	Pearl - Hunter to Tuckett		2024-2031	0.23	Signed Bike Route	\$ 9,364	\$ -	\$ 7,584	\$ 534	\$ 1,245
377	Peel St S - King St W to Hatt		2024-2031	0.14	Signed Bike Route	\$ 5,774	\$ -	\$ 4,677	\$ 329	\$ 768
378	Perrelli - Culotta to Dundas St E		2024-2031	0.11	Signed Bike Route	\$ 4,267	\$ -	\$ 3,456	\$ 243	\$ 568
379	Picton - Bay St n to Hughson St N		2024-2031	0.39	Signed Bike Route	\$ 15,603	\$ -	\$ 12,639	\$ 889	\$ 2,075
380	Picton - John St N to Ferguson Ave N		2024-2031	0.42	Signed Bike Route	\$ 16,794	\$ -	\$ 13,603	\$ 957	\$ 2,234
381	Queen - Alma to Livingstone		2024-2031	0.16	Bike Lane	\$ 21,913	\$ -	\$ 17,749	\$ 1,249	\$ 2,914
382	Queen St S - Hunter to Canada		2024-2031	0.08	Signed Bike Route	\$ 3,096	\$ -	\$ 2,508	\$ 176	\$ 412
383	Redmond - Rushdale to Stone Church Rd E		2024-2031	0.20	Signed Bike Route	\$ 8,030	\$ -	\$ 6,505	\$ 458	\$ 1,068
384	Regional Road 20 (Highway 20) - Tapleystown to Woodburn		2024-2031	0.28	Signed Bike Route	\$ 11,371	\$ -	\$ 1,706	\$ 2,900	\$ 6,766
385	Regional Road 97 - Kirkwall to Foreman		2024-2031	0.16	Paved Shoulder	\$ 47,125	\$ -	\$ -	\$ 14,137	\$ 32,987
386	Ridge - Dewitt to Boundary		2024-2031	7.05	Paved Shoulder	\$ 2,116,173	\$ -	\$ 317,426	\$ 539,624	\$ 1,259,123
387	Riley - West of Chudleigh to Braehaid		2024-2031	0.21	Signed Bike Route	\$ 8,245	\$ -	\$ 6,678	\$ 470	\$ 1,097
388	Riviera Ridge - Bellavista to Lido		2024-2031	0.12	Undefined	\$ 58,441	\$ -	\$ 47,337	\$ 3,331	\$ 7,773
389	Rock Chapel - Highway 5 W to Service Road East of Sydenham		2024-2031	1.91	Signed Bike Route	\$ 76,420	\$ -	\$ 11,463	\$ 19,487	\$ 45,470
390	Roxborough - Frederick to Graham Ave N		2024-2031	0.05	Signed Bike Route	\$ 2,031	\$ -	\$ 1,645	\$ 116	\$ 270
391	Rushdale - Southpark to Redmond		2024-2031	0.08	Signed Bike Route	\$ 3,149	\$ -	\$ 2,551	\$ 180	\$ 419
392	Rymal - Upper Paradise to Spadara		2024-2031	0.44	Bike Lane	\$ 61,767	\$ -	\$ 50,031	\$ 3,521	\$ 8,215
393	Rymal - Hazelton to West Fifth St		2024-2031	0.77	Bike Lane	\$ 108,451	\$ -	\$ 87,845	\$ 6,182	\$ 14,424
394	Sadieilou - Hollybush to End		2024-2031	0.42	Bike Lane	\$ 59,415	\$ -	\$ 48,126	\$ 3,387	\$ 7,902
395	Santorium - Scenic to Redfern		2024-2031	0.11	Bike Lane	\$ 15,366	\$ -	\$ 12,446	\$ 876	\$ 2,044
396	Scenic - Scenic Dr to Garth St		2024-2031	0.23	Bike Lane	\$ 32,617	\$ -	\$ 26,420	\$ 1,859	\$ 4,338
397	Second St N - King St W to North of Brandow		2024-2031	0.14	Signed Bike Route	\$ 5,695	\$ -	\$ 4,613	\$ 325	\$ 757
398	Shaver - Wilson to Jerseyville Rd W		2024-2031	1.47	Bike Lane	\$ 205,195	\$ -	\$ 166,208	\$ 11,696	\$ 27,291
399	Shaver - Garner to Carluke		2031-2041	6.11	Paved Shoulder	\$ 1,832,582	\$ -	\$ -	\$ 1,832,582	\$ -
400	Sheppard - Sovereign to Fleming		2024-2031	0.10	Signed Bike Route	\$ 4,020	\$ -	\$ -	\$ 1,206	\$ 2,814
401	Sherman - Delaware to CP Rail Line		2024-2031	0.33	Signed Bike Route	\$ 13,221	\$ -	\$ 10,709	\$ 754	\$ 1,758
402	Skinner - Dundas St E to East of McKnight Ave E		2024-2031	1.39	Bike Lane	\$ 195,086	\$ -	\$ 158,019	\$ 11,120	\$ 25,946
403	South Bend - W Second St to Terrace		2024-2031	0.42	Signed Bike Route	\$ 16,631	\$ -	\$ 13,471	\$ 948	\$ 2,212
404	South St W - Oglivie to Osler		2024-2031	0.70	Signed Bike Route	\$ 28,124	\$ -	\$ 22,780	\$ 1,603	\$ 3,740
405	Southcote - Garner to Airport		2031-2041	2.80	Bike Lane	\$ 392,445	\$ -	\$ -	\$ 392,445	\$ -
406	Southpark - Rushdale Park Trail to Rushdale Dr		2024-2031	0.25	Signed Bike Route	\$ 10,003	\$ -	\$ 8,103	\$ 570	\$ 1,330
407	St Joseph's - John St S to End		2024-2031	0.29	Signed Bike Route	\$ 11,537	\$ -	\$ 9,345	\$ 658	\$ 1,534
408	Sulphur Springs - Lover's to Mineral Springs Rd		2031-2041	1.47	Paved Shoulder	\$ 439,812	\$ -	\$ -	\$ 439,812	\$ -
409	Sulphur Springs - Lover's to Wilson St E		2024-2031	1.05	Signed Bike Route	\$ 42,059	\$ -	\$ 34,068	\$ 2,397	\$ 5,594
410	Sunnyridge - Wilson St W to Jerseyville Rd W		2024-2031	2.83	Paved Shoulder	\$ 850,184	\$ -	\$ -	\$ 255,055	\$ 595,129
411	Sydenham/Queen/Livingstone/Alma - Hatt to Romar Dr		2024-2031	1.86	Bike Lane	\$ 261,019	\$ -	\$ 39,153	\$ 66,560	\$ 155,306

Prj. No.	Increased Service Needs Attributable to Anticipated Development	2031 Oversizing (To 2031 Road Projects within the Urban Boundary)*	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Other Deductions	Benefit to Existing Development	Post Period Benefit	Net Capital Cost
412	Talbot - Melvin to Barton St E		2024-2031	0.19	Signed Bike Route	\$ 7,639	\$ -	\$ 6,187	\$ 435	\$ 1,016
413	Tally Ho - Mayfair to Overfield		2024-2031	0.22	Signed Bike Route	\$ 8,624	\$ -	\$ 6,985	\$ 492	\$ 1,147
414	Tanner - Iverness to End		2024-2031	0.05	Signed Bike Route	\$ 1,926	\$ -	\$ 1,560	\$ 110	\$ 256
415	Taplestown Rd - Highway 20 E to Highland Rd E		2024-2031	0.83	Signed Bike Route	\$ 33,328	\$ -	\$ 4,999	\$ 8,499	\$ 19,830
416	Tradewind - Wilson St W to Cormorant		2024-2031	0.70	Bike Lane	\$ 98,586	\$ -	\$ 79,855	\$ 5,619	\$ 13,112
417	Twenty Rd - Southcote to West of Nebo		2024-2031	9.36	Bike Lane	\$ 1,310,636	\$ 1,174,735	\$ 110,080	\$ 7,746	\$ 18,075
418	Upper Ottawa - Killbride to Mountain Brow Boulevard		2024-2031	5.22	Bike Lane	\$ 731,426	\$ -	\$ 592,455	\$ 41,691	\$ 97,280
419	Upper Sherman - Macassa to Limeridge Rd E		2024-2031	1.65	Bike Lane	\$ 231,607	\$ -	\$ 187,601	\$ 13,202	\$ 30,804
420	Upper Wellington - S Bend Rd E to Stone Church Rd E		2024-2031	2.40	Bike Lane	\$ 336,154	\$ 145,193	\$ 154,679	\$ 10,885	\$ 25,398
421	W 18th St - Bendamere to End		2024-2031	0.17	Signed Bike Route	\$ 6,741	\$ -	\$ 5,460	\$ 384	\$ 897
422	W 5th St - Brantdale to Governors Blvd		2024-2031	0.62	Multi-Use Trail	\$ 465,956	\$ -	\$ 377,424	\$ 26,559	\$ 61,972
423	W 5th St - Governors Blvd to Marlowe		2024-2031	1.13	Bike Lane	\$ 158,200	\$ -	\$ 128,142	\$ 9,017	\$ 21,041
424	Westbrook - End to Golf Club Rd		2024-2031	0.86	Signed Bike Route	\$ 34,368	\$ -	\$ -	\$ 10,310	\$ 24,057
425	Wilson in Ancaster - Fiddler's Green to Boundary		2024-2031	10.77	Cycle Track	\$ 5,385,075	\$ -	\$ -	\$ 1,615,523	\$ 3,769,553
426	Wimberly - Parkside to Nisbet		2024-2031	0.33	Bike Lane	\$ 45,976	\$ -	\$ 37,240	\$ 2,621	\$ 6,115
427	Windwood Dr - Bradley to Southbrook Dr		2024-2031	0.70	Bike Lane	\$ 97,549	\$ -	\$ 79,015	\$ 5,560	\$ 12,974
428	Woodbine Crescent - Jones to Dundurn St N		2024-2031	0.22	Signed Bike Route	\$ 8,891	\$ -	\$ 7,202	\$ 507	\$ 1,182
429	Woodburn - Binbrook Rd E to Highway 20 E		2024-2031	7.56	Signed Bike Route	\$ 302,206	\$ -	\$ 45,331	\$ 77,063	\$ 179,813
430	Woodhill Rd - Governor's to 800m south of Highway 8		2024-2031	7.05	Signed Bike Route	\$ 282,125	\$ -	\$ -	\$ 84,638	\$ 197,488
431	Woodhill Rd - Highway 8 to 800m south of Highway 8		2024-2031	1.04	Paved Shoulder	\$ 313,044	\$ -	\$ -	\$ 93,913	\$ 219,131
432	Woodward Ave - Beach Blvd to 100m south of Beach Blvd		2024-2031	0.10	Bike Lane	\$ 14,099	\$ -	\$ 11,420	\$ 804	\$ 1,875
433	York - Olympic to Baldwin		2024-2031	2.33	Bike Lane	\$ 326,172	\$ -	\$ 264,199	\$ 18,592	\$ 43,381
434	Highway 6 - Concession 10 W to Freelon		2024-2031	0.39	Paved Multi-Use Recreational Trail	\$ 293,059	\$ -	\$ -	\$ 87,918	\$ 205,141
435	Highway 6 N - Carlisle to Edgewood Road		2024-2031	0.55	Paved Multi-Use Recreational Trail	\$ 414,118	\$ -	\$ -	\$ 124,235	\$ 289,883
436	Carlisle Road - Highway 6 to Milborough Townline		2024-2031	5.85	Paved Shoulder	\$ 1,756,268	\$ -	\$ 263,440	\$ 447,848	\$ 1,044,980
437	Concession 5 West - Highway 6N to Moffatt Road		2024-2031	3.01	Paved Shoulder	\$ 904,289	\$ -	\$ 135,643	\$ 230,594	\$ 538,052
438	Mosaic Dr - Parkside Dr to Highway 6		2024-2031	1.90	Multi-Use Trail	\$ 1,425,000	\$ -	\$ 1,154,250	\$ 81,225	\$ 189,525
<b>Total</b>						<b>\$ 1,668,517,598</b>	<b>\$ 70,483,468</b>	<b>\$ 237,774,589</b>	<b>\$ 732,079,316</b>	<b>\$ 628,180,225</b>

\*Road project oversizing and applicable local share/direct developer deductions were applied based on City of Hamilton direction.

Internal Project Number (Internal use only)	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Other Deductions	Benefit to Existing Development	Post Period Benefit	Net Capital Cost
<b>Post-2041 Road Projects</b>									
<b>AEGD</b>									
10	Book Road - Highway 6 to Fiddlers Green Road	Post 2041	0.99	2r-5u	\$ 10,769,800	\$ -	\$ -	\$ 10,769,800	\$ -
16	Collector 5W - Collector 7N to Collector 2N	Post 2041	0.74	3u	\$ 7,294,646	\$ -	\$ -	\$ 7,294,646	\$ -
17	Collector 2W - Garner Road to Dickenson Road Extension	Post 2041	2.16	4u	\$ 23,562,706	\$ -	\$ -	\$ 23,562,706	\$ -
23	Collector 5N - Collector 8W to Fiddler's Green	Post 2041	0.83	2r	\$ 5,474,417	\$ -	\$ -	\$ 5,474,417	\$ -
62	Twenty Road West Extension - Glancaster Road to Collector 2W	Post 2041	1.06	2u	\$ 8,286,718	\$ -	\$ -	\$ 8,286,718	\$ -
111	Collector Road 6E - Collector 6N to Twenty Road West	Post 2041	0.70	3u	\$ 6,885,062	\$ -	\$ -	\$ 6,885,062	\$ -
127	Fiddler's Green Road - Garner Road to Book Road	Post 2041	1.97	2r-5u	\$ 20,827,238	\$ -	\$ -	\$ 20,827,238	\$ -
147	Airport Service Road - Glancaster Road to Airport Road	Post 2041	1.78	3u	\$ 17,237,062	\$ -	\$ -	\$ 17,237,062	\$ -
159	Collector 10N - Smith Road to Collector 1W	Post 2041	1.47	3u	\$ 14,498,799	\$ -	\$ -	\$ 14,498,799	\$ -
<b>Elfrida</b>									
115	Upper Centennial Parkway - Mud Street to Highway 20	Post 2041	2.00	4r-5u	\$ 22,580,042	\$ -	\$ -	\$ 22,580,042	\$ -
125	Upper Centennial Parkway - Mud Street to Green Mountain Road	Post 2041	1.00	4r-4u	\$ 10,579,044	\$ -	\$ -	\$ 10,579,044	\$ -
<b>Stoney Creek</b>									
2	Arvin Avenue - Jones Road to 366m west of Glover Road	Post 2041	0.55	2i	\$ 4,960,650	\$ -	\$ -	\$ 4,960,650	\$ -
<b>Waterdown</b>									
48	North Waterdown Drive - Clappison Avenue Extension to Highway 6 North	Post 2041	0.82	3u	\$ 8,008,407	\$ -	\$ -	\$ 8,008,407	\$ -
<b>White Church Area</b>									
118	Mud Street - Red Hill Valley Parkway to Upper Centennial Parkway	Post 2041	3.62	4r-6r	\$ 67,449,762	\$ -	\$ -	\$ 67,449,762	\$ -
174	Airport Access Route - Upper Red Hill Valley Parkway to Highway 6 South	Post 2041	10.92	2r	\$ 71,603,945	\$ 71,603,945	\$ -	\$ -	\$ -
<b>Former Urban Boundary Expansion Area Road Projects</b>									
<b>AEGD</b>									
112	Collector Road 1E - Collector 6N to Twenty Road West	Post 2041	0.73	3u	\$ 7,175,665	\$ 7,175,665	\$ -	\$ -	\$ -
<b>Elfrida</b>									
84	Regional Road 56 - Dalgliesh Trail to Golf Club Road	Post 2041	1.44	2r-5u	\$ 15,741,403	\$ 15,741,403	\$ -	\$ -	\$ -
113	First Road East - Highway 20 to Mud Street	Post 2041	1.97	2r-3u	\$ 15,089,596	\$ 15,089,596	\$ -	\$ -	\$ -
114	First Road East - Highway 20 to Golf Club Road	Post 2041	2.08	3u	\$ 20,239,244	\$ 20,239,244	\$ -	\$ -	\$ -
116	Arterial N-S - Bellagio Avenue to Golf Club Road	Post 2041	1.88	4u	\$ 20,100,545	\$ 20,100,545	\$ -	\$ -	\$ -
117	Dickenson Extension - Trinity Church to Golf Club Road	Post 2041	0.65	2u	\$ 5,177,733	\$ 5,177,733	\$ -	\$ -	\$ -
119	Twenty Road - Upper Red Hill Valley Parkway to Hendershot Road	Post 2041	5.60	4u	\$ 59,897,756	\$ 59,897,756	\$ -	\$ -	\$ -
120	Highway 20 - 500m east of Upper Centennial to Hendershot Road	Post 2041	1.17	2r-4u	\$ 11,653,263	\$ 11,653,263	\$ -	\$ -	\$ -
290	Fletcher Road - 500m south of Rymal Road to Golf Club Road	Post 2041	1.60	2r-3u	\$ 12,245,236	\$ 12,245,236	\$ -	\$ -	\$ -
291	Golf Club Road - Trinity Church Road to Hendershot Road	Post 2041	5.33	2r-3u	\$ 40,967,481	\$ 40,967,481	\$ -	\$ -	\$ -
292	Hendershot Road - Highway 20 to Golf Club Road	Post 2041	2.09	2r-3u	\$ 16,011,393	\$ 16,011,393	\$ -	\$ -	\$ -
293	Highland Road - Upper Centennial Parkway to Second Road East	Post 2041	1.67	2r-3u	\$ 12,799,081	\$ 12,799,081	\$ -	\$ -	\$ -
294	Mud Street - Upper Centennial Parkway to Second Road East	Post 2041	1.67	2r-2u	\$ 13,833,585	\$ 13,833,585	\$ -	\$ -	\$ -
295	Second Road East - Highway 20 to Mud Street	Post 2041	1.94	2r-3u	\$ 14,841,511	\$ 14,841,511	\$ -	\$ -	\$ -
296	Trinity Church Road - Hydro Corridor (470m south of Rymal Road) to Golf Club Road	Post 2041	1.60	2r-3u	\$ 12,642,066	\$ 12,642,066	\$ -	\$ -	\$ -
<b>Twenty Road East</b>									
104	Upper Wentworth Street - End to Twenty Road	Post 2041	0.74	4u	\$ 7,937,327	\$ 7,937,327	\$ -	\$ -	\$ -
105	Upper Sherman Avenue - End to Twenty Road	Post 2041	0.75	4u	\$ 8,078,090	\$ 8,078,090	\$ -	\$ -	\$ -
106	Upper Gage Avenue - End to Twenty Road	Post 2041	0.73	4u	\$ 7,832,103	\$ 7,832,103	\$ -	\$ -	\$ -
108	Miles Road - Rymal Road to Dickenson Road	Post 2041	2.66	2r-4u	\$ 25,003,996	\$ 25,003,996	\$ -	\$ -	\$ -
109	East-West Collector - Upper Wentworth Street to Upper Ottawa Street	Post 2041	2.52	3u	\$ 24,456,044	\$ 24,456,044	\$ -	\$ -	\$ -
110	Twenty Road East - Upper James Street to Dartnall Road	Post 2041	5.76	2r-4u	\$ 54,652,726	\$ 54,652,726	\$ -	\$ -	\$ -
284	Dickenson Road East - Upper James Street to 350 meters west of Nebo Road	Post 2041	4.24	2r-2u	\$ 37,820,121	\$ -	\$ -	\$ 37,820,121	\$ -
<b>White Church Area</b>									
122	White Church Road - Upper James Street to Miles Road	Post 2041	2.88	2r-4u	\$ 27,000,420	\$ 27,000,420	\$ -	\$ -	\$ -
123	Airport Road - Upper James Street to Miles Road	Post 2041	2.75	2r-4u	\$ 25,766,424	\$ 25,766,424	\$ -	\$ -	\$ -
124	Ferris Road Extension - White Church Road to Airport Road	Post 2041	1.34	2u	\$ 10,252,044	\$ 10,252,044	\$ -	\$ -	\$ -
126	Miles Road - Dickenson Road to White Church Road	Post 2041	4.13	2r-4u	\$ 38,893,556	\$ 38,893,556	\$ -	\$ -	\$ -
121	Highway 20 - Hendershot Road to Hamilton boundary	Post 2041	4.57	2r-4u	\$ 45,465,162	\$ -	\$ -	\$ 45,465,162	\$ -
301	Fletcher Road - McWatters Street to Golf Club Road	Post 2041	3.60	2r-2u	\$ 30,086,056	\$ -	\$ -	\$ 30,086,056	\$ -
<b>Total</b>					<b>\$ 921,677,923</b>	<b>\$ 579,892,231</b>	<b>\$ -</b>	<b>\$ 341,785,692</b>	<b>\$ -</b>

Prj. No	Increased Service Needs Attributable to Anticipated Development 2019-2031	Timing (year)	Gross Capital Cost Estimate (2023\$)	Benefit to Existing Development	Post Period Benefit	Grants, Subsidies and Other Contributions Attributable to New Development	Net Capital Cost
1	New Peak Hour 30' Bus (2)	2033-2035	\$ 1,329,504	\$ -	\$ 1,329,504	\$ -	\$ -
2	New Peak Hour 40' Bus (48)	2023-2032	\$ 45,852,096	\$ 38,928,430	\$ 1,031,672	\$ -	\$ 5,891,994
3	New Peak Hour 40' Bus (16)	2033-2035	\$ 15,284,032	\$ -	\$ 15,284,032	\$ -	\$ -
4	New Peak Hour 60' Bus (8)	2023-2032	\$ 9,863,616	\$ 8,374,210	\$ 221,931	\$ -	\$ 1,267,475
5	New Peak Hour 60' Bus (2)	2033-2035	\$ 2,465,904	\$ -	\$ 2,465,904	\$ -	\$ -
6	New Spare 40' Bus (12)	2023-2032	\$ 11,463,024	\$ 9,732,107	\$ 257,918	\$ -	\$ 1,472,999
7	New Spare 40' Bus (3)	2033-2035	\$ 2,865,756	\$ -	\$ 2,865,756	\$ -	\$ -
8	New 40' to 60' Upgrades (37)	2023-2032	\$ 10,274,900	\$ 8,723,390	\$ 231,185	\$ -	\$ 1,320,325
9	Facility: Service Truck	2023-2032	\$ 129,998	\$ 100,878	\$ -	\$ -	\$ 29,120
10	Facility: Stock Room Vehicle	2023-2032	\$ 65,000	\$ 50,440	\$ -	\$ -	\$ 14,560
11	Facility: Garage Equipment Repair Walk Behind Forklift	2023-2032	\$ 184,200	\$ 142,939	\$ 12,341	\$ -	\$ 28,919
12	Facility: Garage Forklift	2023-2032	\$ 106,700	\$ 82,799	\$ 7,149	\$ -	\$ 16,752
13	Facility: Garage Tow Mobile	2023-2032	\$ 62,100	\$ 48,190	\$ 4,161	\$ -	\$ 9,750
14	Facility: Garage Equipment Repair Express Van Vehicles	2023-2032	\$ 173,000	\$ 134,248	\$ -	\$ -	\$ 38,752
15	Accessible Supervisory Vehicles (Specialized Transit)	2023-2032	\$ 612,000	\$ 462,060	\$ -	\$ -	\$ 149,940
16	Transit & Maintenance Storage Facility	2023-2026	\$ 396,000,000	\$ 165,349,200	\$ 26,625,000	\$ 183,000,000	\$ 21,025,800
<b>Total</b>			<b>\$ 496,731,830</b>	<b>\$ 232,128,891</b>	<b>\$ 50,336,554</b>	<b>\$ 183,000,000</b>	<b>\$ 31,266,385</b>

# Exhibit 3

## 2024 Transportation Capital List without Proposed LSP and Financial Policies Change

2024 Transportation Capital List without Proposed LSP and Financial Policies Change

Prj. No.	Increased Service Needs Attributable to Anticipated Development	2031 Oversizing (To 2031 Road Projects within the Urban Boundary)*	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Other Deductions	Benefit to Existing Development	Post Period Benefit	Net Capital Cost
<b>Road Projects</b>										
<b>AEGD</b>										
1	Airport Road - Terminal Access Road to Provident Way/East Cargo Road	✓	To 2031	0.32	2r-4u	\$ 3,789,353	\$ -	\$ 1,515,741	\$ -	\$ 2,273,612
2	Book Road - Southcote Road to Highway 6	✓	To 2031	1.05	2r-5u	\$ 11,523,989	\$ -	\$ 1,728,598	\$ -	\$ 9,795,391
3	Collector 1E - Collector 6N to Dickenson Road		2031 to 2041	0.67	3u	\$ 6,558,380	\$ -	\$ -	\$ 6,558,380	\$ -
4	Arterial 1N - Collector 2N to Dickenson Road/Garth Street Extensior	✓	To 2031	2.97	5u	\$ 34,917,248	\$ -	\$ -	\$ -	\$ 34,917,248
5	Collector 2N - Collector 5W to Arterial 1N		2031 to 2041	0.42	3u	\$ 4,105,309	\$ -	\$ -	\$ 4,105,309	\$ -
6	Collector 6N - Upper James Street to Collector 6E		2031 to 2041	0.95	4u	\$ 10,307,184	\$ -	\$ -	\$ 10,307,184	\$ -
7	Collector 6N - Collector 6E to Garth Street		2031 to 2041	0.41	4u	\$ 4,524,353	\$ -	\$ -	\$ 4,524,353	\$ -
8	Collector 6N - Garth Street to Glancaster Road		2031 to 2041	1.54	4u	\$ 16,775,250	\$ -	\$ -	\$ 16,775,250	\$ -
9	Collector 6E - Collector 6N to Dickenson Road	✓	To 2031	0.64	3u	\$ 6,342,202	\$ -	\$ -	\$ -	\$ 6,342,202
10	Collector 7N - Collector 5W to Collector 2W		2031 to 2041	1.19	3u	\$ 11,756,604	\$ -	\$ -	\$ 11,756,604	\$ -
11	Collector 8W - Garner Road to Collector 5N		2031 to 2041	1.07	2u	\$ 8,301,996	\$ -	\$ -	\$ 8,301,996	\$ -
12	Dickenson Road - Glancaster Road to Garth Street Extension		2031 to 2041	1.53	2r-5u	\$ 18,044,132	\$ -	\$ -	\$ 18,044,132	\$ -
13	Dickenson Road - Garth Street Extension to Upper James Street	✓	To 2031	1.36	2r-5u	\$ 16,039,229	\$ -	\$ 2,405,884	\$ -	\$ 13,633,344
14	Dickenson Road Extension - Glancaster Road to Smith Road		2031 to 2041	0.83	5u	\$ 9,447,229	\$ -	\$ -	\$ 9,447,229	\$ -
15	Book Road - Smith Road to Southcote Road	✓	To 2031	0.45	2r-5u	\$ 5,343,540	\$ -	\$ 801,531	\$ -	\$ 4,542,009
16	Garth Street Extension - Twenty Road to Collector 6N		2031 to 2041	0.81	5u	\$ 9,477,970	\$ -	\$ -	\$ 9,477,970	\$ -
17	Garth Street Extension - Collector 6N to Dickenson Road		2031 to 2041	0.66	5u	\$ 7,709,296	\$ -	\$ -	\$ 7,709,296	\$ -
18	Glancaster Road - Garner Road to Dickenson Road	✓	To 2031	2.67	2r-3u	\$ 23,144,329	\$ -	\$ 3,471,649	\$ -	\$ 19,672,680
19	Glancaster Road - Dickenson Road to Arterial 1N		2031 to 2041	0.39	3u-5u	\$ 4,605,603	\$ -	\$ -	\$ 4,605,603	\$ -
20	Garner Road - Glancaster Road to Highway 6 South	✓	To 2031	3.12	2r-5u	\$ 31,491,877	\$ -	\$ 4,723,782	\$ -	\$ 26,768,096
21	Smith Road - Garner Road to Hydro Corridor	✓	To 2031	0.88	3u	\$ 8,635,284	\$ -	\$ -	\$ -	\$ 8,635,284
22	Smith Road - Hydro Corridor to Book Road		2031 to 2041	1.01	3u	\$ 9,946,349	\$ -	\$ -	\$ 9,946,349	\$ -
23	Smith Road - Book Road to Arterial 1N		2031 to 2041	0.63	3u	\$ 6,166,835	\$ -	\$ -	\$ 6,166,835	\$ -
24	Southcote Road - Garner Road to Book Road		2031 to 2041	1.95	2r-5u	\$ 23,002,848	\$ -	\$ -	\$ 23,002,848	\$ -
25	Upper James Street - Rymal Road to Highway 6 South		2031 to 2041	7.22	4r-6u	\$ 96,459,332	\$ -	\$ -	\$ 96,459,332	\$ -
26	Glancaster Road - Arterial 1N to Airport Boundary		2031 to 2041	0.48	2u	\$ 3,512,806	\$ -	\$ -	\$ 3,512,806	\$ -
27	Collector 9W - Garner Road to Collector 11N		2031 to 2041	0.33	2u	\$ 2,536,970	\$ -	\$ -	\$ 2,536,970	\$ -
28	Smith Road - Arterial 1N to Airport Boundary		2031 to 2041	0.21	3u	\$ 2,078,580	\$ -	\$ -	\$ 2,078,580	\$ -
29	Airport Road - East Cargo Road to Upper James Street	✓	To 2031	1.08	2r-3u	\$ 8,462,899	\$ -	\$ 3,385,160	\$ -	\$ 5,077,739
30	Book Road East - Collector 2W to Glancaster Road		2031 to 2041	0.85	2r-3u	\$ 6,510,409	\$ -	\$ -	\$ 6,510,409	\$ -
31	Collector 10N - Garner Road to Smith Road	✓	To 2031	1.17	3u	\$ 11,487,688	\$ -	\$ -	\$ -	\$ 11,487,688
32	Twenty Road - Glancaster Road to Upper James Street		2031 to 2041	2.90	2r-4u	\$ 32,145,181	\$ -	\$ -	\$ 32,145,181	\$ -
33	Airport Road - Glancaster Road to Terminal Access Road		To 2031	1.71	2r-2u	\$ 15,971,496	\$ -	\$ 6,388,598	\$ -	\$ 9,582,898
34	Collector 11N - Fiddler's Green Road to Collector 9W		2031 to 2041	0.35	2u	\$ 2,724,513	\$ -	\$ -	\$ 2,724,513	\$ -
35	Collector 1W - Collector 10N to Garner Roac		2031 to 2041	0.39	3u	\$ 3,819,733	\$ -	\$ -	\$ 3,819,733	\$ -
<b>Ancaster</b>										
36	Garner Road - Highway 6 South to Wilson Street	✓	To 2031	4.86	2r-5u	\$ 49,311,040	\$ -	\$ 7,396,656	\$ -	\$ 41,914,384
37	Jerseyville Road - Wilson Street to Lloyminn Avenue		2031 to 2041	0.79	2r-3u	\$ 6,367,167	\$ -	\$ -	\$ 6,367,167	\$ -
38	Shaver Road - Trustwood to Garner Road		2031 to 2041	0.74	2r-2i	\$ 6,303,822	\$ -	\$ -	\$ 6,303,822	\$ -
39	McNiven Road - Rousseaux Street/Mohawk Road to Golf Links Road		To 2031	0.62	2r-3u	\$ 4,895,491	\$ -	\$ 3,916,393	\$ -	\$ 979,098
40	Jerseyville Road - Lloyminn Avenue to Meadowbrook Drive		2031 to 2041	1.25	2r-2u	\$ 10,164,929	\$ -	\$ -	\$ 10,164,929	\$ -
<b>Fruitland - Winona</b>										
41	Barton Street - Fruitland Road to Fifty Road	✓	To 2031	5.11	2r-5u	\$ 53,873,435	\$ -	\$ 21,549,374	\$ -	\$ 32,324,061
42	Fifty Road - Barton Street to South Service Road	✓	To 2031	0.55	2r-4u	\$ 5,178,149	\$ -	\$ 776,722	\$ -	\$ 4,401,426
43	Fifty Road - Barton Street to Highway 8		2031 to 2041	0.24	2r-3u	\$ 1,834,403	\$ -	\$ -	\$ 1,834,403	\$ -
44	Gordon Dean Avenue - Barton Street to Highway 8	✓	To 2031	1.08	4u	\$ 11,551,567	\$ -	\$ -	\$ -	\$ 11,551,567
45	Trinity Road/Highway 52 - Highway 403 Interchange to Cormorant Road		To 2031	1.79	2r-4u	\$ 17,792,911	\$ -	\$ 2,668,937	\$ -	\$ 15,123,974
46	Highway 8 - Dewitt Road to Jones Road		To 2031	1.73	2r-4u	\$ 16,331,501	\$ -	\$ 6,532,600	\$ -	\$ 9,798,900
47	Highway 8 - Jones Road to McNeilly Road		2031 to 2041	1.73	2r-4u	\$ 17,715,501	\$ -	\$ -	\$ 17,715,501	\$ -
48	Highway 8 - McNeilly Road to Fifty Road		2031 to 2041	2.67	2r-3u	\$ 20,604,135	\$ -	\$ -	\$ 20,604,135	\$ -
49	Collector B (Block 1) - Fruitland Road to Jones Road		2031 to 2041	0.89	2u	\$ 6,779,781	\$ -	\$ -	\$ 6,779,781	\$ -
50	Collector C (Block 2) - Barton Street to Highway 8	✓	To 2031	0.74	2u	\$ 5,642,466	\$ -	\$ -	\$ -	\$ 5,642,466
51	Collector D (Block 3) - McNeilly Road to Collector F		2031 to 2041	1.25	2u	\$ 9,537,486	\$ -	\$ -	\$ 9,537,486	\$ -
52	Collector E (Block 3) - Barton Street to Highway 8	✓	To 2031	0.66	2u	\$ 5,060,086	\$ -	\$ -	\$ -	\$ 5,060,086
53	Collector F (Block 3) - Barton Street to Collector D	✓	To 2031	0.22	2u	\$ 1,713,732	\$ -	\$ -	\$ -	\$ 1,713,732
54	Fruitland Road - Highway 8 to Barton Street	✓	To 2031	1.05	2r-3u	\$ 8,937,129	\$ -	\$ 1,340,569	\$ -	\$ 7,596,559
55	Fruitland Road - Arvin Avenue to Barton Street		To 2031	0.36	2u-5u	\$ 4,339,490	\$ -	\$ 650,923	\$ -	\$ 3,688,566
<b>MTO</b>										
56	Highway 403 - Mohawk Road/Lincoln M. Alexander Parkway to Highway 6 south interchange		To 2031	0.00	Truck Climbing Lane	\$ 4,878,650	\$ 2,439,325	\$ 365,899	\$ -	\$ 2,073,426
<b>Red Hill Business Park</b>										

Prj. No.	Increased Service Needs Attributable to Anticipated Development	2031 Oversizing (To 2031 Road Projects within the Urban Boundary)*	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Other Deductions	Benefit to Existing Development	Post Period Benefit	Net Capital Cost
57	Dartnall Road - Twenty Road to Dickenson Road		To 2031	1.55	4u	\$ 17,001,938	\$ -	\$ -	\$ -	\$ 17,001,938
58	Twenty Road Extension - Glover Road to Upper Redhill Valley Parkway	✓	To 2031	0.35	2i	\$ 3,185,739	\$ -	\$ -	\$ -	\$ 3,185,739
59	Upper Red Hill Valley Parkway - Rymal Road to Twenty Road		2031 to 2041	1.22	4u	\$ 13,103,066	\$ -	\$ -	\$ 13,103,066	\$ -
60	Dickenson Road - 350 meters west of Nebo to 330m west of Glover Road		2031 to 2041	1.20	2r-2i	\$ 11,285,379	\$ -	\$ -	\$ 11,285,379	\$ -
61	Glover Road - Twenty Road to Rymal Road	✓	To 2031	1.31	2r-2i	\$ 11,485,019	\$ -	\$ 1,722,753	\$ -	\$ 9,762,267
62	Nebo Road - Twenty Road to Dickenson Road/Dartnall Road		To 2031	0.74	2r-2i	\$ 6,302,030	\$ -	\$ 945,305	\$ -	\$ 5,356,726
63	Nebo Road - Rymal Road to Twenty Road East		To 2031	1.30	2r-2i	\$ 11,085,926	\$ -	\$ 1,662,889	\$ -	\$ 9,423,037
<b>South Mountain Area</b>										
64	Rymal Road - Dartnall Road to Upper James Street	✓	To 2031	5.17	2r-5u	\$ 56,631,794	\$ -	\$ 8,494,769	\$ -	\$ 48,137,025
65	Upper Wellington Street - Limeridge Road to Stone Church Road		To 2031	1.04	2r-3u	\$ 12,404,686	\$ -	\$ 4,961,874	\$ -	\$ 7,442,812
66	Garth Street - Rymal Road to Twenty Road West		2031 to 2041	1.41	2r-5u	\$ 15,963,350	\$ -	\$ -	\$ 15,963,350	\$ -
67	Rymal Road - Glanaster Road to Upper Paradise Street		To 2031	0.55	2r-5u	\$ 5,594,604	\$ -	\$ 839,191	\$ -	\$ 4,755,413
68	West 5th Street - Rymal Road to Stone Church Road	✓	To 2031	1.01	2r-3u	\$ 7,728,774	\$ -	\$ 3,091,510	\$ -	\$ 4,637,265
<b>Stoney Creek</b>										
69	Arvin Avenue - McNeilly Road to Lewis Road		To 2031	0.85	2i	\$ 7,736,794	\$ -	\$ -	\$ -	\$ 7,736,794
70	South Service Road - Lewis Road to Fifty Road	✓	To 2031	1.79	2r-4r	\$ 13,701,195	\$ -	\$ 2,055,179	\$ -	\$ 11,646,015
71	McNeilly Road - Highway 8 to Barton Street	✓	To 2031	0.90	2r-2u	\$ 7,156,843	\$ -	\$ 1,073,526	\$ -	\$ 6,083,317
72	Lewis Road - Highway 8 to Barton Street		To 2031	0.49	2r-2u	\$ 3,908,425	\$ -	\$ 586,264	\$ -	\$ 3,322,161
73	Glover Road - Highway 8 to Barton Street		2031 to 2041	0.81	2r-2u	\$ 6,259,225	\$ -	\$ -	\$ 6,259,225	\$ -
74	Jones Road - Highway 8 to Barton Street	✓	To 2031	0.92	2r-2u	\$ 7,293,473	\$ -	\$ 1,094,021	\$ -	\$ 6,199,452
75	Jones Road - Barton Street to South Service Road		To 2031	0.92	2r-2i	\$ 8,035,897	\$ -	\$ 4,017,949	\$ -	\$ 4,017,949
76	Lewis Road - Barton Street to South Service Road		To 2031	0.87	2r-2i	\$ 7,871,843	\$ -	\$ 3,935,922	\$ -	\$ 3,935,922
77	Millen Road - Barton Street to South Service Road		To 2031	1.07	2r-2i	\$ 9,092,330	\$ -	\$ 3,636,932	\$ -	\$ 5,455,398
78	South Service Road - Millen Road to Gray Road		2031 to 2041	1.55	2r-2u	\$ 12,006,082	\$ -	\$ -	\$ 12,006,082	\$ -
<b>Twenty Road East</b>										
79	Upper Ottawa Street - End to Twenty Road		2031 to 2041	0.95	4u	\$ 10,215,838	\$ -	\$ -	\$ 10,215,838	\$ -
<b>Waterdown</b>										
80	North Waterdown Drive - Centre Road to Parkside Drive		To 2031	1.28	3u	\$ 12,464,597	\$ -	\$ -	\$ -	\$ 12,464,597
81	Parkside Drive - North Waterdown Drive to Avonsyde Boulevard	✓	To 2031	1.47	2r-3u	\$ 32,319,655	\$ -	\$ 4,847,948	\$ -	\$ 27,471,707
82	North Waterdown Drive - Clappison Avenue Extension to Mosaic Drive		To 2031	0.59	3u	\$ 5,726,919	\$ -	\$ -	\$ -	\$ 5,726,919
83	Clappison Avenue Extension - Parkside Drive to North Waterdown Drive		To 2031	0.54	2u	\$ 4,132,544	\$ -	\$ -	\$ -	\$ 4,132,544
84	Parkside Drive - Hollybush Drive to Highway 6	✓	To 2031	1.07	2r-4u	\$ 10,266,769	\$ -	\$ 4,106,708	\$ -	\$ 6,160,062
85	Parkside Drive - Main Street to North Waterdown Drive		2031 to 2041	0.59	2r-3u	\$ 4,533,236	\$ -	\$ -	\$ 4,533,236	\$ -
<b>Other</b>										
86	Binbrook Road - Fletcher Road to Binhaven Road	✓	To 2031	0.91	2r-2u	\$ 7,297,133	\$ -	\$ 1,094,570	\$ -	\$ 6,202,563
87	LRT corridor - Centennial Parkway/Main Street/King Street to McMaster University		To 2031	13.77	Public Realm Improvements	\$ 9,990,000	\$ -	\$ 1,498,500	\$ -	\$ 8,491,500
88	Longwood Road - Aberdeen Avenue to Main Street		To 2031	0.64	4u	\$ 8,192,524	\$ -	\$ 4,096,262	\$ -	\$ 4,096,262
89	Lincoln M. Alexander Parkway-Red Hill Valley Parkway - Highway 403 to Queen Elizabeth Way		2031 to 2041	17.30	4r-6u	\$ 135,000,000	\$ -	\$ -	\$ 135,000,000	\$ -
<b>Local Share Deductions</b>										
90	Provision for Local Share of Urbanization (Urbanization Rate)					\$ (4,684,630)				\$ (4,684,630)
91	Local Share Deductions					\$ (59,369,731)				\$ (59,369,731)
<b>Major Structures</b>										
92	Highway 5/6 Interchange		To 2031	-	Structure	\$ 60,500,000	\$ 45,500,000	\$ -	\$ -	\$ 15,000,000
93	Mohawk Road - Highway 403 Interchange Ramp		To 2031	-	Structure	\$ 4,042,310	\$ -	\$ 2,021,155	\$ -	\$ 2,021,155
94	Centennial Parkway at QEW		To 2031	-	Interchange Reconfiguration	\$ 8,500,000	\$ -	\$ 4,250,000	\$ -	\$ 4,250,000
95	QEW Off-Ramps at Fifty Road		To 2031	-	Signalization and Ramp Reconfiguration	\$ 4,000,000	\$ -	\$ 600,000	\$ -	\$ 3,400,000
96	Strathcona Pedestrian Bridge		2031 to 2041	-	Structure	\$ 31,500,000	\$ -	\$ -	\$ 31,500,000	\$ -
97	Limeridge Mall Pedestrian Bridge		To 2031	-	Structure	\$ 6,500,000	\$ 3,500,000	\$ 2,430,000	\$ -	\$ 570,000
98	Henderson Lift Pedestrian and Cyclist Bridge		2031 to 2041	-	Structure	\$ 20,000,000	\$ -	\$ -	\$ 20,000,000	\$ -
99	Hamilton Centre Pedestrian and Cyclist Bridge		2031 to 2041	-	Structure	\$ 9,500,000	\$ -	\$ -	\$ 9,500,000	\$ -
100	Red Hill Pedestrian and Cyclist Bridge		To 2031	-	Structure	\$ 19,000,000	\$ -	\$ 15,390,000	\$ -	\$ 3,610,000
101	Dundas Pedestrian and Cyclist Bridge		2031 to 2041	-	Structure	\$ 3,125,000	\$ -	\$ -	\$ 3,125,000	\$ -
102	Margaret St. Park Active Transportation Bridge		2031 to 2041	-	Structure	\$ 5,900,000	\$ -	\$ -	\$ 5,900,000	\$ -
103	Sealey Park Active Transportation Bridge		To 2031	-	Structure	\$ 7,500,000	\$ -	\$ 6,075,000	\$ -	\$ 1,425,000
104	Grade Separation		To 2031	-	Grade Separation	\$ 71,827,667	\$ -	\$ 17,956,917	\$ 26,935,375	\$ 26,935,375
<b>Programs</b>										
105	New Signals (Pedestrian and/or Regular)		2024-2031	-	City-Wide Program	\$ 32,000,000	\$ -	\$ 1,600,000	\$ -	\$ 30,400,000
106	Development Road Urbanization		2024-2031	-	City-Wide Program	\$ 6,500,000	\$ -	\$ 325,000	\$ -	\$ 6,175,000
107	Street Lighting Enhancement Program		2024-2031	-	City-Wide Program	\$ 3,250,000	\$ -	\$ 2,632,500	\$ -	\$ 617,500

Prj. No.	Increased Service Needs Attributable to Anticipated Development	2031 Oversizing (To 2031 Road Projects within the Urban Boundary)*	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Other Deductions	Benefit to Existing Development	Post Period Benefit	Net Capital Cost
108	Pedestrian Crossovers		2024-2031	-	City-Wide Program	\$ 1,680,000	\$ -	\$ 1,360,800	\$ -	\$ 319,200
109	Advanced Traffic Management Systems		2024-2031	-	City-Wide Program	\$ 6,000,000	\$ -	\$ 4,500,000	\$ -	\$ 1,500,000
110	Transit Shelter Expansion Program		2024-2031	-	City-Wide Program	\$ 1,200,000	\$ -	\$ 600,000	\$ -	\$ 600,000
111	Bus Stop Shelter Rehabilitation Program		2024-2031	-	City-Wide Program	\$ 1,000,000	\$ -	\$ 850,000	\$ -	\$ 150,000
112	New Sidewalk Program		2024-2031	-	City-Wide Program	\$ 6,500,000	\$ -	\$ -	\$ -	\$ 6,500,000
113	New Traffic Signals		2024-2031	-	City-Wide Program	\$ 12,000,000	\$ -	\$ 600,000	\$ -	\$ 11,400,000
114	New Traffic Signal - Drakes Drive at North Service Road		2024-2031	-	Traffic Signal	\$ 350,000	\$ -	\$ 17,500	\$ -	\$ 332,500
115	New Traffic Signal - Regional Road 20 at Westbrook Roac		2024-2031	-	Traffic Signal	\$ 350,000	\$ -	\$ 17,500	\$ -	\$ 332,500
116	New Traffic Signal - Regional Road 56 at Kirk Roac		2024-2031	-	Traffic Signal	\$ 350,000	\$ -	\$ 17,500	\$ -	\$ 332,500
117	New Traffic Signal - Fifty Road at North Service Roac		2024-2031	-	Traffic Signal	\$ 350,000	\$ -	\$ 17,500	\$ -	\$ 332,500
118	New Traffic Signal - Fruitland Road at North Service Roac		2024-2031	-	Traffic Signal	\$ 350,000	\$ -	\$ 17,500	\$ -	\$ 332,500
119	Unidentified intersection improvements (excluding Traffic Signals)		2024-2031	-	City-Wide Program	\$ 3,250,000	\$ -	\$ 2,632,500	\$ -	\$ 617,500
120	Annual Bike Parking at B/A Line Stops		2024-2031	-	City-Wide Program	\$ 46,000	\$ -	\$ 37,260	\$ -	\$ 8,740
121	Annual Enhanced Bike Parking at Express Bus/Rapid Transit Stops		2024-2031	-	City-Wide Program	\$ 275,000	\$ -	\$ 222,750	\$ -	\$ 52,250
122	Transportation Demand Management		2024-2031	-	City-Wide Program	\$ 4,400,000	\$ -	\$ 3,564,000	\$ -	\$ 836,000
123	Durable Pavement Markings – New Installations		2024-2031	-	City-Wide Program	\$ 1,600,000	\$ -	\$ 240,000	\$ -	\$ 1,360,000
124	Traffic Controller Cabinet Replacements (Capacity Related)		2024-2031	-	City-Wide Program	\$ 3,200,000	\$ -	\$ 160,000	\$ -	\$ 3,040,000
125	Traffic Signal Upgrades		2024-2031	-	City-Wide Program	\$ 2,400,000	\$ -	\$ 120,000	\$ -	\$ 2,280,000
126	Traffic Signal LED Replacement Program		2024-2031	-	City-Wide Program	\$ 1,760,000	\$ -	\$ 1,760,000	\$ -	\$ -
127	Sidewalk Missing Link Program		2024-2031	-	City-Wide Program	\$ 2,000,000	\$ -	\$ 1,620,000	\$ -	\$ 380,000
128	Bike Parking		2024-2031	-	City-Wide Program	\$ 720,000	\$ -	\$ 583,200	\$ -	\$ 136,800
129	Micromobility		2024-2031	-	City-Wide Program	\$ 1,200,000	\$ -	\$ 972,000	\$ -	\$ 228,000
130	Miscellaneous Land Acquisitions		2024-2031	-	City-Wide Program	\$ 6,969,500	\$ -	\$ 348,475	\$ -	\$ 6,621,025
<b>Active Transportation Projects</b>										
131	Barton - Brockley to Fruitland		2024-2031	3.95	Multi-Use Trail	\$ 171,450	\$ -	\$ 138,874	\$ 9,773	\$ 22,803
132	Barton - Red Hill Valley to Lake		2024-2031	1.61	Cycle track	\$ 326,173	\$ -	\$ 264,200	\$ 18,592	\$ 43,381
133	Baseline/ Lockport - Winona Road to Niagara border		2024-2031	1.15	Bike Lane	\$ 32,060	\$ -	\$ 25,968	\$ 1,827	\$ 4,264
134	Battlefield Park - Bruce Trail Link - Greenhill to Bruce Trail to Glover Mtr		2024-2031	0.75	Multi-Use Trail	\$ 742,949	\$ -	\$ 601,788	\$ 42,348	\$ 98,812
135	Beach Bike Lane - under QEW		2024-2031	0.24	Bike Lane	\$ 9,757	\$ -	\$ 7,903	\$ 556	\$ 1,298
136	Beach Boulevard - lift bridge to Woodward/Eastport		2024-2031	4.52	Bike Lane	\$ 131,027	\$ -	\$ 106,132	\$ 7,469	\$ 17,427
137	Beddoe Drive Link		2024-2031	0.91	Multi-Use Trail	\$ 723,434	\$ -	\$ 585,982	\$ 41,236	\$ 96,217
138	Binbrook Road - Regional Road 56 to Southbrook		2024-2031	0.28	Bike Lane	\$ 9,757	\$ -	\$ 7,903	\$ 556	\$ 1,298
139	Binbrook Road - Trinity Church to Royal Winter/Binhaber		2024-2031	2.16	Multi-Use Trail	\$ 342,899	\$ 146,050	\$ -	\$ 59,055	\$ 137,795
140	Birch/ Holton - Burlington St to Cannon/ King/ Delaware		2024-2031	1.40	Bike Lane	\$ 43,211	\$ -	\$ 35,001	\$ 2,463	\$ 5,747
141	Burlington Street East Boulevard Trail - Ottawa to Parkdale to Glow		2024-2031	2.30	Multi-Use Trail	\$ 1,463,595	\$ -	\$ 1,185,512	\$ 83,425	\$ 194,658
142	Burlington Street Link - Ferguson/ Dock Service Road to Sherman		2024-2031	1.88	Multi-Use Trail	\$ 144,966	\$ -	\$ 117,422	\$ 8,263	\$ 19,280
143	Burlington/ Industrial - Sherman to Gage		2024-2031	0.86	Cycle track	\$ 137,996	\$ -	\$ 111,777	\$ 7,866	\$ 18,353
144	Centennial Parkway - North Service to GO station/ Kenora		2024-2031	1.20	Multi-Use Trail	\$ 217,448	\$ -	\$ 176,133	\$ 12,395	\$ 28,921
145	Centre - Concession 8 E to Concession 7 E		2024-2031	1.80	Paved Shoulder	\$ 489,259	\$ -	\$ 73,389	\$ 124,761	\$ 291,109
146	Centre - Grindstone Creek to Concession 5 E		2024-2031	0.45	Paved Shoulder	\$ 122,663	\$ -	\$ 18,399	\$ 31,279	\$ 72,985
147	Centre - Warren/ Carlisle Road to Progreston		2024-2031	0.78	Paved Shoulder	\$ 210,479	\$ -	\$ 31,572	\$ 53,672	\$ 125,235
148	Charlton/ John - James to Ferguson & St Joseph's Dr		2024-2031	0.80	Bike Lane	\$ 117,088	\$ -	\$ 94,841	\$ 6,674	\$ 15,573
149	Chedmac - Southridge to Rice		2024-2031	0.53	Bike Lane	\$ 32,060	\$ -	\$ 25,968	\$ 1,827	\$ 4,264
150	Chedoke Rail Trail - Highway 403 to Dundurn		2024-2031	4.68	Multi-Use Trail	\$ 2,072,729	\$ -	\$ 1,678,911	\$ 118,146	\$ 275,673
151	Cherry Beach Road Link - Millen to Dewitt		2024-2031	0.91	Multi-Use Trail	\$ 326,173	\$ -	\$ 264,200	\$ 18,592	\$ 43,381
152	Christie-Tews - Christie C.A. to Harvest		2024-2031	2.75	Multi-Use Trail	\$ 1,566,744	\$ -	\$ 235,012	\$ 399,520	\$ 932,212
153	Delawana - Kenora to Lake		2024-2031	1.02	Bike Lane	\$ 12,545	\$ -	\$ 10,162	\$ 715	\$ 1,668
154	Devil's Punchbowl Link - Mountain Ave/ Lake Ave to Ridge Road/ Devil's		2024-2031	0.42	Multi-Use Trail	\$ 209,085	\$ -	\$ 169,359	\$ 11,918	\$ 27,808
155	Dewitt - Barton to Dundee		2024-2031	0.90	Bike Lane	\$ 29,272	\$ -	\$ 23,710	\$ 1,668	\$ 3,893
156	Dewitt - Dundee to Ridge		2024-2031	0.50	Bike Lane	\$ 1,045,425	\$ -	\$ 846,794	\$ 59,589	\$ 139,042
157	Dundas St - Main to Cootes		2024-2031	0.68	Bike Lane	\$ 22,302	\$ -	\$ 18,065	\$ 1,271	\$ 2,966
158	Dundas St in Waterdown - Highway 6 to Kearns (border)		2024-2031	6.03	Multi-Use Trail	\$ 179,813	\$ -	\$ 145,649	\$ 10,249	\$ 23,915
159	East Townline - Mud to Highland		2024-2031	1.10	Bike Lane	\$ 18,121	\$ -	\$ 2,718	\$ 4,621	\$ 10,782
160	Eastport Drive Lift Bridge Link		2024-2031	0.60	Multi-Use Trail	\$ 2,439,325	\$ -	\$ 1,975,853	\$ 139,042	\$ 324,430
161	Edgewood - Safari to Highway 6		2024-2031	0.90	Bike Lane	\$ 15,333	\$ -	\$ -	\$ 4,600	\$ 10,733
162	Emperor - Brigade to Acadia		2024-2031	0.44	Bike Lane	\$ 22,302	\$ -	\$ 18,065	\$ 1,271	\$ 2,966
163	Existing Pipeline Trail - Main to Strathearne		2024-2031	2.20	Multi-Use Trail	\$ 6,522,058	\$ -	\$ 5,282,867	\$ 371,757	\$ 867,434
164	Fallsview - Sydenham to Rock Chapel Road		2024-2031	1.40	Multi-Use Trail	\$ 487,865	\$ -	\$ -	\$ 146,360	\$ 341,506
165	Fennell Avenue Boulevard Trail - Garth/ West 18th to West 5th		2024-2031	1.20	Multi-Use Trail	\$ 574,287	\$ -	\$ 465,172	\$ 32,734	\$ 76,380
166	Ferguson - Young to Charlton		2024-2031	0.21	Bike Lane	\$ 2,788	\$ -	\$ 2,258	\$ 159	\$ 371
167	Fiddler's Green - Amberly to Carluke		2024-2031	6.77	Bike Lane	\$ 29,272	\$ 8,509	\$ -	\$ 6,229	\$ 14,534
168	Fiddler's Green - Jerseyville to Wilson		2024-2031	0.25	Bike Lane	\$ 8,363	\$ -	\$ 6,774	\$ 477	\$ 1,112
169	First Rd W/Whitedeer/Terryberry & Picardy/ Highbury - Glover Mtn Road/ Ridgeview Dr to Rymal/ Bellagio		2024-2031	4.08	Bike Lane	\$ 66,907	\$ -	\$ 54,195	\$ 3,814	\$ 8,899
170	Frances - Grays to Southshore		2024-2031	1.15	Bike Lane	\$ 217,448	\$ -	\$ 176,133	\$ 12,395	\$ 28,921



Prj. No.	Increased Service Needs Attributable to Anticipated Development	2031 Oversizing (To 2031 Road Projects within the Urban Boundary)*	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Other Deductions	Benefit to Existing Development	Post Period Benefit	Net Capital Cost
171	Frid/Chatham - Longwood to Dundurn		2024-2031	1.00	Bike Lane	\$ 8,363	\$ -	\$ 6,774	\$ 477	\$ 1,112
172	Golf Links/ Halson - Wilson to Southcote		2024-2031	1.19	Bike Lane	\$ 39,029	\$ -	\$ 31,614	\$ 2,225	\$ 5,191
173	Governor's - Wainwright to Lynden		2031-2041	13.06	Paved Shoulder	\$ 908,823	\$ -	\$ -	\$ 908,823	\$ -
174	Governor's - Ogilvie to Main		2024-2031	0.24	Bike Lane	\$ 59,938	\$ -	\$ 48,550	\$ 3,416	\$ 7,972
175	Grays/ Gray - Confederation Park gate to King		2024-2031	3.00	Multi-Use Trail	\$ 163,086	\$ -	\$ 132,100	\$ 9,296	\$ 21,690
176	Greenhill - Harrisford to Summercrest		2024-2031	1.94	Bike Lane	\$ 105,936	\$ -	\$ 85,808	\$ 6,038	\$ 14,090
177	Greenhill - Summercrest to King		2024-2031	1.20	Bike Lane	\$ 65,513	\$ -	\$ 53,066	\$ 3,734	\$ 8,713
178	Hamilton Drive Link		2024-2031	-	Multi-Use Trail	\$ 2,759,922	\$ -	\$ 2,235,537	\$ 157,316	\$ 367,070
179	Hamilton in Waterdown - Centre/Main to Highway 5/Dundas		2024-2031	1.00	Multi-Use Trail	\$ 86,422	\$ -	\$ 70,002	\$ 4,926	\$ 11,494
180	Hamilton-Brantford Rail Ttrail - Bridlewood Dr to Ewer		2024-2031	4.00	Multi-Use Trail	\$ 565,923	\$ -	\$ 458,398	\$ 32,258	\$ 75,268
181	Hatt - Peel to John		2024-2031	0.65	Cycle track	\$ 40,423	\$ -	\$ 32,743	\$ 2,304	\$ 5,376
182	Hollybush - Parkside to Dundas St		2024-2031	1.10	Bike Lane	\$ 22,302	\$ -	\$ 18,065	\$ 1,271	\$ 2,966
183	Hydro Corridor - Barton to Lawrence		2024-2031	1.90	Multi-Use Trail	\$ 1,743,769	\$ -	\$ 1,412,453	\$ 99,395	\$ 231,921
184	Hydro Corridor - Lawrence Avenue to Greenhill Avenue		2024-2031	1.15	Multi-Use Trail	\$ 599,377	\$ -	\$ 485,495	\$ 34,164	\$ 79,717
185	Hydro Corridor - Wilson/Highway 52 to Regional Road 5f		2024-2031	12.70	Multi-Use Trail	\$ 10,617,336	\$ 10,617,336	\$ -	\$ -	\$ -
186	Iroquois Heights to Old Mohawk - Chedoke Rail Trail to Old Mohawk Roac		2024-2031	0.85	Multi-Use Trail	\$ 443,260	\$ -	\$ 359,041	\$ 25,266	\$ 58,954
187	Jones Road Link		2024-2031	2.67	Multi-Use Trail	\$ 309,446	\$ 224,257	\$ -	\$ 25,557	\$ 59,632
188	Karst Escarpment Loop - Pritchard to Mount Albion/Winterberry		2024-2031	0.70	Multi-Use Trail	\$ 543,621	\$ -	\$ 440,333	\$ 30,986	\$ 72,302
189	Kenora/ Greenford/ Owen - Bancroft to King		2024-2031	2.60	Bike Lane	\$ 239,751	\$ -	\$ 194,198	\$ 13,666	\$ 31,887
190	Kentley - Eugene to Kenora		2024-2031	0.40	Signed Bike Route	\$ 5,576	\$ -	\$ 4,516	\$ 318	\$ 742
191	Kerns Road,Waterdown South Link		2024-2031	-	Multi-Use Trail	\$ 1,333,962	\$ -	\$ 1,080,509	\$ 76,036	\$ 177,417
192	King in Dundas - Bond to Peel		2024-2031	0.80	Bike Lane	\$ 43,211	\$ -	\$ 35,001	\$ 2,463	\$ 5,747
193	King over Red Hill Valley Parkway - Lawrence to Pottruff		2024-2031	0.60	Cycle track	\$ 37,635	\$ -	\$ 30,485	\$ 2,145	\$ 5,005
194	Kitty Murray - Garner to Golf Links		2024-2031	2.26	Bike Lane	\$ 73,877	\$ -	\$ 59,840	\$ 4,211	\$ 9,826
195	Limeridge - Birchview to Mtn Brow		2024-2031	1.98	Bike Lane	\$ 97,573	\$ -	\$ 79,034	\$ 5,562	\$ 12,977
196	Limeridge - Garth/ Bonaventure to West 5th/ Hawkrigde		2024-2031	1.37	Bike Lane	\$ 73,877	\$ -	\$ 59,840	\$ 4,211	\$ 9,826
197	Limeridge Mall Hydro Corridor Trail - Mohawk Road to South of Ryma		2024-2031	3.80	Multi-Use Trail	\$ 1,957,036	\$ 1,957,036	\$ -	\$ -	\$ -
198	Lovers Lane - Sulpher Springs to Jerseyville		2024-2031	0.90	Bike Lane	\$ 29,272	\$ -	\$ 23,710	\$ 1,668	\$ 3,893
199	Marston - Paramount to Gordon Drummond		2024-2031	0.40	Bike Lane	\$ 19,515	\$ -	\$ 15,807	\$ 1,112	\$ 2,595
200	Meadowbrook		2024-2031	1.00	Bike Lane	\$ 22,302	\$ -	\$ 18,065	\$ 1,271	\$ 2,966
201	Meadowlands/ Raymond - Golf Links to Garner		2024-2031	2.10	Bike Lane	\$ 68,301	\$ -	\$ 55,324	\$ 3,893	\$ 9,084
202	Millen - Shoreview to Millen/ Seaman		2024-2031	0.50	Bike Lane	\$ 43,211	\$ 20,532	\$ 18,370	\$ 1,293	\$ 3,016
203	Mohawk - Old Mohawk to Upper Paradise		2024-2031	1.83	Bike Lane	\$ 65,513	\$ -	\$ 53,066	\$ 3,734	\$ 8,713
204	Montclair/ Central/ Graham/ Frederick		2024-2031	3.80	Signed Bike Route	\$ 26,484	\$ -	\$ 21,452	\$ 1,510	\$ 3,522
205	Mountain Brow Boulevard Trail - Mohawk to Arbour		2024-2031	1.81	Multi-Use Trail	\$ 521,319	\$ -	\$ 422,268	\$ 29,715	\$ 69,335
206	Mountain Brow East Path - Rendell to Oakcrest		2024-2031	0.81	Multi-Use Trail	\$ 2,174,484	\$ -	\$ 1,761,332	\$ 123,946	\$ 289,206
207	Mountain Brow in Waterdown - Mill to Burke to King Road		2024-2031	1.20	Multi-Use Trail	\$ 919,974	\$ -	\$ 745,179	\$ 52,439	\$ 122,357
208	Museum of Steam and Tech Link - Woodward to Red Hill Valley Trai		2024-2031	0.75	Multi-Use Trail	\$ 846,097	\$ -	\$ 685,339	\$ 48,228	\$ 112,531
209	Nash - Bancroft to King		2024-2031	2.58	Cycle track	\$ 140,784	\$ -	\$ 114,035	\$ 8,025	\$ 18,724
210	North Service Road - Bellavista to Baseline		2024-2031	0.98	Bike Lane	\$ 32,060	\$ -	\$ 25,968	\$ 1,827	\$ 4,264
211	North Service Road - Dewitt to Lakeview		2024-2031	0.73	Bike Lane	\$ 22,302	\$ -	\$ 18,065	\$ 1,271	\$ 2,966
212	Northlawn Avenue Link		2024-2031	1.10	Multi-Use Trail	\$ 557,560	\$ 81,100	\$ -	\$ 142,938	\$ 333,522
213	Ogilvie/ Old Ancaster - Hatt/ King to Hamilton-Brantford Rail Trai		2024-2031	0.80	Bike Lane	\$ 19,515	\$ -	\$ 15,807	\$ 1,112	\$ 2,595
214	Old Guelph Road - Paterson to York Bike Lane		2024-2031	3.53	Paved Shoulder	\$ 1,264,267	\$ -	\$ 189,640	\$ 322,388	\$ 752,239
215	Old Mud - Mt Albion to Winterberry		2024-2031	0.40	Bike Lane	\$ 12,545	\$ -	\$ 10,162	\$ 715	\$ 1,668
216	Osler/ Main - Hatt/ King to Main + 125m of Main		2024-2031	2.00	Bike Lane	\$ 122,663	\$ -	\$ 99,357	\$ 6,992	\$ 16,314
217	Ottawa Street South - Bruce Trail Link		2024-2031	0.39	Multi-Use Trail	\$ 956,215	\$ -	\$ 774,534	\$ 54,504	\$ 127,177
218	Proposed Pipeline Trail - Museum of Steam and Technology to Mahoney		2024-2031	2.40	Multi-Use Trail	\$ 720,646	\$ -	\$ 583,724	\$ 41,077	\$ 95,846
219	Queensdale - Upper Sherman to Upper Ottawa		2024-2031	1.56	Bike Lane	\$ 50,180	\$ -	\$ 40,646	\$ 2,860	\$ 6,674
220	Queensdale - Upper Wellington to Skyland		2024-2031	0.39	Bike Lane	\$ 54,362	\$ -	\$ 44,033	\$ 3,099	\$ 7,230
221	Queenston/ Highway 8 - King to Dewitt		2024-2031	1.37	Bike Lane	\$ 342,899	\$ -	\$ 277,749	\$ 19,545	\$ 45,606
222	Regional Road 56 - Swayze Road to Cemetery		2024-2031	4.60	Multi-Use Trail	\$ 4,347,574	\$ 1,414,215	\$ -	\$ 880,008	\$ 2,053,351
223	Regional Road 56 south of Kirk - Windwood to Kirk		2024-2031	1.14	Multi-Use Trail	\$ 1,087,242	\$ -	\$ 163,086	\$ 277,247	\$ 646,909
224	Ridge Road - Devil Punch Bowl to Dewitt		2024-2031	2.91	Multi-Use Trail	\$ 1,087,242	\$ -	\$ 880,666	\$ 61,973	\$ 144,603
225	Rousseaux/ Mohawk - Wilson to Filman		2024-2031	1.60	Bike Lane	\$ 313,628	\$ -	\$ 254,038	\$ 17,877	\$ 41,712
226	Scenic - Chedoke Rail Trail to Upper Paradise		2024-2031	2.27	Bike Lane	\$ 37,635	\$ -	\$ 30,485	\$ 2,145	\$ 5,005
227	Scenic/ Denlow - Upper Paradise to Garth		2024-2031	0.95	Bike Lane	\$ 15,333	\$ -	\$ 12,420	\$ 874	\$ 2,039
228	Shaver - Wilson to Garner		2024-2031	0.52	Multi-Use Trail	\$ 16,727	\$ -	\$ 13,549	\$ 953	\$ 2,225
229	Stuart Street Rail Link		2024-2031	0.94	Multi-Use Trail	\$ 354,051	\$ -	\$ 286,781	\$ 20,181	\$ 47,089
230	Upper James - William Connell Park		2024-2031	0.38	Multi-Use Trail	\$ 313,628	\$ -	\$ 254,038	\$ 17,877	\$ 41,712
231	Upper Sherman - Stone Church to Rymal to Miles		2024-2031	1.00	Bike Lane	\$ 249,508	\$ 249,508	\$ -	\$ -	\$ -
232	Upper Wentworth - Concession to Fennell		2024-2031	1.03	Bike Lane	\$ 55,756	\$ -	\$ 45,162	\$ 3,178	\$ 7,416
233	Upper Wentworth - Fennell to East 24th		2024-2031	1.03	Bike Lane	\$ 55,756	\$ -	\$ 45,162	\$ 3,178	\$ 7,416
234	Valley Road - Rock Chapel to York Road		2024-2031	1.40	Paved Shoulder	\$ 434,897	\$ -	\$ 65,235	\$ 110,899	\$ 258,764
235	Van Wagner's - Beach Bike Lane to Centennial Parkway		2024-2031	2.50	Bike Lane	\$ 108,724	\$ -	\$ 88,067	\$ 6,197	\$ 14,460

Prj. No.	Increased Service Needs Attributable to Anticipated Development	2031 Oversizing (To 2031 Road Projects within the Urban Boundary)*	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Other Deductions	Benefit to Existing Development	Post Period Benefit	Net Capital Cost
236	Victoria - Young to Burlington		2024-2031	2.53	Bike Lane	\$ 55,756	\$ -	\$ 45,162	\$ 3,178	\$ 7,416
237	Walnut Grove & Sanctuary Park - Walnut Grove/ Ogilvie to Highland Park Dr		2024-2031	0.40	Multi-Use Trail	\$ 510,167	\$ -	\$ 413,236	\$ 29,080	\$ 67,852
238	Warrington/ South Service/ Lake - Centennial Parkway to Maple		2024-2031	3.86	Multi-Use Trail	\$ 108,724	\$ -	\$ 88,067	\$ 6,197	\$ 14,460
239	White Church Road West Airport Link		2024-2031	-	Multi-Use Trail	\$ 938,095	\$ -	\$ -	\$ 281,428	\$ 656,666
240	White Church Road West Link		2024-2031	6.55	Multi-Use Trail	\$ 1,832,979	\$ 798,725	\$ -	\$ 310,276	\$ 723,977
241	Wilson in Ancaster - Rousseaux to Halson		2024-2031	0.85	Bike Lane	\$ 27,878	\$ -	\$ 22,581	\$ 1,589	\$ 3,708
242	Winona - Lido/ shore to Peachtree (Helena)		2024-2031	1.97	Multi-Use Trail	\$ 64,119	\$ -	\$ 51,937	\$ 3,655	\$ 8,528
243	York Road - Olympic to Valley Road		2024-2031	1.70	Paved Shoulder	\$ 609,134	\$ -	\$ 91,370	\$ 155,329	\$ 362,435
244	York Road & York Road at Old Guelph - Valley Road to Highway 6		2024-2031	2.50	Multi-Use Trail	\$ 1,997,459	\$ -	\$ -	\$ 599,238	\$ 1,398,221
245	Acadia - Emperor to End		2024-2031	0.54	Signed Bike Route	\$ 21,732	\$ -	\$ 17,603	\$ 1,239	\$ 2,890
246	Airport Road - Butter to Miles		2024-2031	6.66	Bike Lane	\$ 932,965	\$ 812,142	\$ -	\$ 36,247	\$ 84,576
247	Alma - Sydenham to Queen		2024-2031	0.09	Bike Lane	\$ 12,302	\$ -	\$ 9,965	\$ 701	\$ 1,636
248	Aquasanta - Diconzo to Ascoli		2024-2031	0.09	Signed Bike Route	\$ 3,576	\$ -	\$ 2,897	\$ 204	\$ 476
249	Baker - Breadalbane to Dundurn		2024-2031	0.14	Signed Bike Route	\$ 5,681	\$ -	\$ 4,602	\$ 324	\$ 756
250	Winston - Hunter to 413m west of Kelson Ave N		2024-2031	2.06	Bike Lane	\$ 288,999	\$ -	\$ 43,350	\$ 73,695	\$ 171,955
251	Bedrock - First Rd W to 300m West of First Rd W		2024-2031	0.33	Bike Lane	\$ 45,816	\$ -	\$ 37,111	\$ 2,612	\$ 6,094
252	Bellagio - Fletcher to Terryberry		2024-2031	1.64	Bike Lane	\$ 229,437	\$ -	\$ 185,844	\$ 13,078	\$ 30,515
253	Binbrook Road - Southbrook to Boundary		2024-2031	6.02	Paved Shoulder	\$ 1,805,365	\$ -	\$ 270,805	\$ 460,368	\$ 1,074,192
254	Book Road - Shaver to Fiddler's Green		2031-2041	2.50	Paved Shoulder	\$ 751,147	\$ -	\$ -	\$ 751,147	\$ -
255	Book Road - Fiddler's Green to Glancaster		2024-2031	3.42	Bike Lane	\$ 478,291	\$ 417,469	\$ 49,266	\$ 3,467	\$ 8,089
256	Brantdale - West Fifth Street to Upper James		2024-2031	0.42	Signed Bike Route	\$ 16,894	\$ -	\$ 13,684	\$ 963	\$ 2,247
257	Bridlewood - Governor's to Highland Park Drive		2024-2031	0.59	Signed Bike Route	\$ 23,434	\$ -	\$ 18,982	\$ 1,336	\$ 3,117
258	Brigade - Upper Wellington to Emperor		2024-2031	0.82	Signed Bike Route	\$ 32,712	\$ -	\$ 26,497	\$ 1,865	\$ 4,351
259	Brock - Harvest Road to Highway 8		2024-2031	0.55	Paved Shoulder	\$ 164,442	\$ -	\$ 24,666	\$ 41,933	\$ 97,843
260	Brock - Safari to Freelon		2024-2031	4.50	Paved Shoulder	\$ 1,351,337	\$ -	\$ -	\$ 405,401	\$ 945,936
261	Burke - Great Falls Blvd to McKnight Ave E		2024-2031	0.51	Bike Lane	\$ 71,675	\$ -	\$ 58,057	\$ 4,085	\$ 9,533
262	Butter - Glancaster to Fiddler's Green		2024-2031	2.21	Bike Lane	\$ 309,163	\$ -	\$ -	\$ 92,749	\$ 216,414
263	Canada - Locke to Queen		2024-2031	0.41	Signed Bike Route	\$ 16,392	\$ -	\$ 13,277	\$ 934	\$ 2,180
264	Carlisle Trail Loop - Centre Road to Border		2024-2031	3.35	Paved Shoulder	\$ 1,006,151	\$ -	\$ 150,923	\$ 256,568	\$ 598,660
265	Carlson Street - Highland Road to End		2024-2031	0.11	Signed Bike Route	\$ 4,410	\$ -	\$ 3,572	\$ 251	\$ 586
266	Carluke - Glancaster to Shaver		2031-2041	3.53	Paved Shoulder	\$ 1,058,213	\$ -	\$ -	\$ 1,058,213	\$ -
267	Central - Edgemont to Cochrane		2024-2031	1.54	Signed Bike Route	\$ 61,437	\$ -	\$ 49,764	\$ 3,502	\$ 8,171
268	Concession 10 West - Foreman to Freelon		2024-2031	9.28	Signed Bike Route	\$ 371,340	\$ -	\$ -	\$ 111,402	\$ 259,938
269	Concession 11 E - Centre Road to Freelon		2024-2031	2.65	Paved Shoulder	\$ 794,371	\$ -	\$ -	\$ 238,311	\$ 556,060
270	Concession 4 West - Millgrove Sideroad to Highway 6		2031-2041	1.78	Paved Shoulder	\$ 532,612	\$ -	\$ -	\$ 532,612	\$ -
271	Concession 6 East - Highway 6 to Centre Road		2031-2041	2.79	Paved Shoulder	\$ 836,846	\$ -	\$ -	\$ 836,846	\$ -
272	Concession 7 West - Boundary to Edgewood Road		2024-2031	18.80	Paved Shoulder	\$ 5,640,591	\$ -	\$ -	\$ 1,692,177	\$ 3,948,414
273	Concession 8 West - Middletown to Middletown		2024-2031	0.14	Signed Bike Route	\$ 5,787	\$ -	\$ 868	\$ 1,476	\$ 3,443
274	Concession Street - Mountain Park Ave to Mountain Brow Boulevard		2024-2031	0.51	Bike Lane	\$ 71,122	\$ -	\$ 57,609	\$ 4,054	\$ 9,459
275	Confederation Beach Park - Centennial Parkway to West of Gray		2024-2031	1.98	Signed Bike Route	\$ 79,281	\$ -	\$ 64,218	\$ 4,519	\$ 10,544
276	Cormorant - Trinity to Shaver		2024-2031	2.46	Bike Lane	\$ 344,713	\$ -	\$ 279,217	\$ 19,649	\$ 45,847
277	Culotta - Perrelli to Chudleigh		2024-2031	0.14	Signed Bike Route	\$ 5,564	\$ -	\$ 4,507	\$ 317	\$ 740
278	Diconzo Dr - Aquasanta Crescent to South Turn on Diconzo Drive		2024-2031	0.36	Signed Bike Route	\$ 14,232	\$ -	\$ 11,528	\$ 811	\$ 1,893
279	Diconzo Dr - Upper Wellington to Trieste		2024-2031	0.20	Signed Bike Route	\$ 8,182	\$ -	\$ 6,628	\$ 466	\$ 1,088
280	Dundurn - Main to King		2024-2031	0.28	Bike Lane	\$ 39,076	\$ -	\$ 31,651	\$ 2,227	\$ 5,197
281	Edgemont - Montclair to Central		2024-2031	0.18	Signed Bike Route	\$ 7,202	\$ -	\$ 5,834	\$ 411	\$ 958
282	Eighth Road Link - Ridge to Boundary		2031-2041	5.51	Paved Shoulder	\$ 1,651,643	\$ -	\$ -	\$ 1,651,643	\$ -
283	Eleventh - Mud to Green Mountain Road		2024-2031	1.11	Signed Bike Route	\$ 44,403	\$ -	\$ -	\$ 13,321	\$ 31,082
284	Emerson - Whitney to Main		2024-2031	0.65	Bike Lane	\$ 91,299	\$ -	\$ 73,952	\$ 5,204	\$ 12,143
285	Empress - Upper James to East Sixth Street		2024-2031	0.71	Signed Bike Route	\$ 28,561	\$ -	\$ 23,135	\$ 1,628	\$ 3,799
286	Eugene - Pottruff to Nugent		2024-2031	0.18	Signed Bike Route	\$ 7,020	\$ -	\$ 5,687	\$ 400	\$ 934
287	Fallsview - Harvest Road to Sydenham		2024-2031	2.47	Signed Bike Route	\$ 98,780	\$ -	\$ -	\$ 29,634	\$ 69,146
288	Ferguson - Dock Service Road to Burlington		2024-2031	0.28	Signed Bike Route	\$ 11,143	\$ -	\$ 9,026	\$ 635	\$ 1,482
289	Ferguson - Young to North of Young		2024-2031	0.05	Bike Lane	\$ 7,238	\$ -	\$ 5,863	\$ 413	\$ 963
290	Field - Jerseyville Rd W to Governor's Rd		2031-2041	3.88	Paved Shoulder	\$ 1,162,739	\$ -	\$ -	\$ 1,162,739	\$ -
291	Fifty - Ridge to Cokers		2024-2031	1.51	Paved Shoulder	\$ 452,414	\$ -	\$ 67,862	\$ 115,366	\$ 269,186
292	Fifty - Coke to North Service Road		2024-2031	2.24	Bike Lane	\$ 313,978	\$ 110,740	\$ 164,623	\$ 11,585	\$ 27,031
293	Filman - Wilson St E to End		2024-2031	0.40	Signed Bike Route	\$ 15,969	\$ -	\$ -	\$ 4,791	\$ 11,178
294	First Road East - Highland Road to Ridge Road		2031-2041	3.83	Paved Shoulder	\$ 1,148,959	\$ -	\$ -	\$ 1,148,959	\$ -
295	First Road West - North End to Highbury Drive		2024-2031	0.10	Bike Lane	\$ 14,156	\$ -	\$ 11,466	\$ 807	\$ 1,883
296	Flamborough Puslinch Tlin - Maddaugh Road to Centre		2031-2041	1.81	Paved Shoulder	\$ 542,586	\$ -	\$ -	\$ 542,586	\$ -
297	Fleming - North End to York		2024-2031	0.26	Signed Bike Route	\$ 10,268	\$ -	\$ -	\$ 3,081	\$ 7,188
298	Fletcher - Rymal to Pinehill		2024-2031	0.32	Paved Shoulder	\$ 96,800	\$ -	\$ 78,408	\$ 5,518	\$ 12,874
299	Foreman - Boundary to Regional Road 97		2024-2031	3.08	Signed Bike Route	\$ 123,285	\$ -	\$ -	\$ 36,986	\$ 86,300

Prj. No.	Increased Service Needs Attributable to Anticipated Development	2031 Oversizing (To 2031 Road Projects within the Urban Boundary)*	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Other Deductions	Benefit to Existing Development	Post Period Benefit	Net Capital Cost
300	Franklin - Parkview to Longwood		2024-2031	0.20	Signed Bike Route	\$ 7,980	\$ -	\$ 6,464	\$ 455	\$ 1,061
301	Frederick - Barton to Roxborough		2024-2031	0.62	Signed Bike Route	\$ 24,851	\$ -	\$ 20,130	\$ 1,417	\$ 3,305
302	Freelton - Concession 11 E to South of Highway 6		2024-2031	0.38	Bike Lane	\$ 53,503	\$ -	\$ -	\$ 16,051	\$ 37,452
303	Fruitland - Highway 8 to North Service Road		2024-2031	2.42	Bike Lane	\$ 339,460	\$ 196,897	\$ 115,476	\$ 8,126	\$ 18,961
304	Galbraith - Lake Avenue to Galbraith Three-way Intersection		2024-2031	0.52	Signed Bike Route	\$ 20,811	\$ -	\$ 16,857	\$ 1,186	\$ 2,768
305	Garth - Denlow to Fennell		2024-2031	0.14	Paved Multi-Use Recreational Trail	\$ 106,711	\$ -	\$ 86,436	\$ 6,083	\$ 14,193
306	Garth St Extension - 20 Rd W to Dickenson Rd W		2024-2031	1.38	Bike Lane	\$ 192,797	\$ 32,547	\$ 129,802	\$ 9,134	\$ 21,313
307	Glancaster - Carluke to Airport		2024-2031	1.45	Bike Lane	\$ 202,858	\$ -	\$ 30,429	\$ 51,729	\$ 120,701
308	Glenfern - Kent to Kent		2024-2031	0.04	Signed Bike Route	\$ 1,402	\$ -	\$ 1,136	\$ 80	\$ 187
309	Glover - Watercrest to End		2024-2031	0.11	Bike Lane	\$ 14,756	\$ -	\$ 11,952	\$ 841	\$ 1,963
310	Glow - Parkdale to East of Tate		2024-2031	0.63	Signed Bike Route	\$ 25,311	\$ -	\$ 20,502	\$ 1,443	\$ 3,366
311	Golf Club - Woodburn to Westbrook		2024-2031	2.07	Signed Bike Route	\$ 82,657	\$ -	\$ -	\$ 24,797	\$ 57,860
312	Golf Links - Stone Church to Kitty Murray		2024-2031	1.30	Bike Lane	\$ 182,341	\$ -	\$ 147,696	\$ 10,393	\$ 24,251
313	Gordon Drummond - Marston to Nordale		2024-2031	0.04	Signed Bike Route	\$ 1,739	\$ -	\$ 1,408	\$ 99	\$ 231
314	Graham Ave North - Central to Roxborough		2024-2031	0.78	Signed Bike Route	\$ 31,165	\$ -	\$ 25,243	\$ 1,776	\$ 4,145
315	Guise - Leander to Catharine		2024-2031	0.54	Bike Lane	\$ 76,112	\$ -	\$ 61,651	\$ 4,338	\$ 10,123
316	Gunby - Sadielou to Painter		2024-2031	0.50	Bike Lane	\$ 69,518	\$ -	\$ 56,310	\$ 3,963	\$ 9,246
317	Harrison - Kirk to Binbrook Conservation Area Road		2024-2031	1.30	Paved Multi-Use Recreational Trail	\$ 975,138	\$ -	\$ 146,271	\$ 248,660	\$ 580,207
318	Harvest - Sydenham to Brock		2024-2031	3.40	Paved Shoulder	\$ 1,020,108	\$ -	\$ 153,016	\$ 260,128	\$ 606,964
319	Highland Rd E - Upper Red Hill Valley Pkwy to Winterberry		2024-2031	0.94	Bike Lane	\$ 131,512	\$ -	\$ 106,525	\$ 7,496	\$ 17,491
320	Highland Rd E - Upper Centennial Pkwy to E Town Line		2031-2041	10.17	Paved Shoulder	\$ 3,051,099	\$ -	\$ -	\$ 3,051,099	\$ -
321	Highway 5 West - Dundas St E to Sydenham		2024-2031	3.02	Paved Shoulder	\$ 905,690	\$ -	\$ -	\$ 271,707	\$ 633,983
322	Highway 8 (Flam) - Boundary to Brock		2031-2041	22.30	Paved Shoulder	\$ 6,691,317	\$ -	\$ -	\$ 6,691,317	\$ -
323	Highway 8 (Sc) - Fifty to Boundary		2031-2041	0.81	Bike Lane	\$ 113,390	\$ -	\$ -	\$ 113,390	\$ -
324	Holton - King to Delaware		2024-2031	0.57	Signed Bike Route	\$ 22,826	\$ -	\$ 18,489	\$ 1,301	\$ 3,036
325	Holton - King to Wilson		2024-2031	0.18	Bike Lane	\$ 25,738	\$ -	\$ 20,848	\$ 1,467	\$ 3,423
326	Homestead Dr Path - Upper James to 1200m East of Upper James		2024-2031	1.24	Bike Lane	\$ 173,375	\$ -	\$ 140,433	\$ 9,882	\$ 23,059
327	Hughson - Cannon to Hunter		2024-2031	0.81	Bike Lane	\$ 113,938	\$ -	\$ 92,290	\$ 6,494	\$ 15,154
328	Hunt - Christ the King Elementary School Road to Breadalbane		2024-2031	0.57	Signed Bike Route	\$ 22,819	\$ -	\$ 18,483	\$ 1,301	\$ 3,035
329	Hunter - Locke to Queen		2024-2031	0.41	Signed Bike Route	\$ 16,421	\$ -	\$ 13,301	\$ 936	\$ 2,184
330	Inverness - Tanner to East 8th		2024-2031	0.77	Bike Lane	\$ 107,800	\$ -	\$ 87,318	\$ 6,145	\$ 14,337
331	Jackson St W - End to Locke St S		2024-2031	0.38	Signed Bike Route	\$ 15,222	\$ -	\$ 12,330	\$ 868	\$ 2,025
332	Jerseyville Rd W - Boundary to East of Paddy Greens		2031-2041	18.45	Paved Shoulder	\$ 5,533,950	\$ -	\$ -	\$ 5,533,950	\$ -
333	Jerseyville Rd W - West of Shaver to Wilson		2024-2031	3.49	Paved Shoulder	\$ 1,046,152	\$ 637,152	\$ 331,290	\$ 23,313	\$ 54,397
334	John - Guise to Burlington		2024-2031	0.29	Bike Lane	\$ 41,233	\$ -	\$ 33,399	\$ 2,350	\$ 5,484
335	Kay Drage Park Link - Hunt to End		2024-2031	0.55	Signed Bike Route	\$ 21,874	\$ -	\$ 17,718	\$ 1,247	\$ 2,909
336	Kay Drage Park Link - Macklin to End		2024-2031	0.14	Signed Bike Route	\$ 5,707	\$ -	\$ 4,623	\$ 325	\$ 759
337	King William - James St N to Catharine St N		2024-2031	0.34	Signed Bike Route	\$ 13,479	\$ -	\$ 10,918	\$ 768	\$ 1,793
338	Kirk - Harrison to Highway 56		2024-2031	0.98	Paved Multi-Use Recreational Trail	\$ 731,458	\$ -	\$ 109,719	\$ 186,522	\$ 435,217
339	Kirkwall - Regional Road 97 to South of Concession 8 W		2024-2031	2.51	Signed Bike Route	\$ 100,255	\$ -	\$ -	\$ 30,077	\$ 70,179
340	Kirkwall - South of Concession 8 W to Woodhill Rc		2024-2031	5.78	Paved Shoulder	\$ 1,735,196	\$ -	\$ -	\$ 520,559	\$ 1,214,637
341	Lafarge 2000 (Middletown Rd) - Concession 6 W to Highway 8		2024-2031	7.91	Signed Bike Route	\$ 316,597	\$ -	\$ 47,489	\$ 80,732	\$ 188,375
342	Lafarge 2000 (Middletown Rd/Binkley Rd) - Highway 8 to Mineral Springs Rd		2024-2031	3.57	Paved Shoulder	\$ 1,071,041	\$ -	\$ -	\$ 321,312	\$ 749,728
343	Lamoreaux - Dundurn t N to Strathcona Ave N		2024-2031	0.23	Signed Bike Route	\$ 9,074	\$ -	\$ 7,350	\$ 517	\$ 1,207
344	Leland - Main to North of Ward		2024-2031	0.29	Signed Bike Route	\$ 11,798	\$ -	\$ 9,557	\$ 673	\$ 1,569
345	Lido - Riviera to Winona		2024-2031	0.39	Signed Bike Route	\$ 15,590	\$ -	\$ 12,628	\$ 889	\$ 2,073
346	Livingstone - Sydenham to Queen		2024-2031	0.11	Bike Lane	\$ 15,772	\$ -	\$ 12,775	\$ 899	\$ 2,098
347	Locke - York Blvd to Barton		2024-2031	0.26	Bike Lane	\$ 35,765	\$ -	\$ 28,970	\$ 2,039	\$ 4,757
348	Longwood - Main St W to Frid St		2024-2031	0.40	Bike Lane	\$ 55,713	\$ -	\$ 45,128	\$ 3,176	\$ 7,410
349	Macklin St S - King St W to Main St W		2024-2031	0.24	Signed Bike Route	\$ 9,513	\$ -	\$ 7,706	\$ 542	\$ 1,265
350	Maddaugh Road - Gore to Highway 6		2024-2031	0.95	Signed Bike Route	\$ 37,834	\$ -	\$ -	\$ 11,350	\$ 26,484
351	Maddaugh Road - Highway 6 to Flamborough Puslinch Tlin		2031-2041	1.11	Paved Shoulder	\$ 334,364	\$ -	\$ -	\$ 334,364	\$ -
352	Maggie Johnson - Tanglewood to Highway 56		2024-2031	0.23	Bike Lane	\$ 32,107	\$ -	\$ 26,007	\$ 1,830	\$ 4,270
353	Main St W - Frid to Dundurn St S		2024-2031	0.27	Bike Lane	\$ 37,206	\$ -	\$ 30,137	\$ 2,121	\$ 4,948
354	Malton - Christine to Upper James		2024-2031	0.34	Signed Bike Route	\$ 13,738	\$ -	\$ 11,128	\$ 783	\$ 1,827
355	Maple/Mountain Ave Extension - Lake Ave S to Mountain Ave S		2024-2031	0.13	Signed Bike Route	\$ 5,272	\$ -	\$ 4,270	\$ 301	\$ 701
356	Marion - Dromore to King St W		2024-2031	0.34	Signed Bike Route	\$ 13,553	\$ -	\$ 10,978	\$ 773	\$ 1,803
357	Market - Hatt to MacNab		2024-2031	0.09	Bike Lane	\$ 13,000	\$ -	\$ 10,530	\$ 741	\$ 1,729
358	Market - MacNab to Creighton		2024-2031	0.09	Signed Bike Route	\$ 3,608	\$ -	\$ 2,922	\$ 206	\$ 480
359	Mayfair - Creighton to Tally Ho		2024-2031	0.31	Signed Bike Route	\$ 12,397	\$ -	\$ 10,041	\$ 707	\$ 1,649
360	McNeilly/8th Road E - Highway 8 to Ridge Road		2024-2031	1.55	Signed Bike Route	\$ 62,051	\$ -	\$ -	\$ 18,615	\$ 43,436

Prj. No.	Increased Service Needs Attributable to Anticipated Development	2031 Oversizing (To 2031 Road Projects within the Urban Boundary)*	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Other Deductions	Benefit to Existing Development	Post Period Benefit	Net Capital Cost
361	Middleton Rd - North of Regional Road 97 to Regional Road 97		2024-2031	0.44	Signed Bike Route	\$ 17,734	\$ -	\$ 2,660	\$ 4,522	\$ 10,551
362	Middleton Rd - North of Concession 8 W to Safar		2024-2031	2.32	Signed Bike Route	\$ 92,626	\$ -	\$ 13,894	\$ 23,620	\$ 55,112
363	Miles - Rymal Rd E to Boundary		2031-2041	10.88	Paved Shoulder	\$ 3,265,308	\$ -	\$ -	\$ 3,265,308	\$ -
364	Millgrove Sr - Highway 6 N to Highway 5 W		2024-2031	0.71	Paved Shoulder	\$ 214,008	\$ -	\$ 32,101	\$ 54,572	\$ 127,335
365	Mineral Springs - Binkley to Sulphur Springs		2031-2041	1.27	Paved Shoulder	\$ 381,791	\$ -	\$ -	\$ 381,791	\$ -
366	Mount Albion - Lawrence to South of Glen Castle		2024-2031	1.39	Bike Lane	\$ 194,283	\$ -	\$ 157,369	\$ 11,074	\$ 25,840
367	Mountain Brow - Concession Street to Rendell		2024-2031	0.27	Bike Lane	\$ 37,692	\$ -	\$ 30,530	\$ 2,148	\$ 5,013
368	Mud - Eleventh Road E to Boundary		2031-2041	0.89	Paved Shoulder	\$ 266,629	\$ -	\$ -	\$ 266,629	\$ -
369	Napier - Queen St N to Bay St N		2024-2031	0.55	Signed Bike Route	\$ 22,063	\$ -	\$ 17,871	\$ 1,258	\$ 2,934
370	Nisbet - Centre Road to Wimberly		2024-2031	0.97	Bike Lane	\$ 136,363	\$ -	\$ 110,454	\$ 7,773	\$ 18,136
371	Nordale - Gordon Drummond to End		2024-2031	0.39	Signed Bike Route	\$ 15,414	\$ -	\$ 12,485	\$ 879	\$ 2,050
372	Nugent - Kentley to Eugene		2024-2031	0.13	Signed Bike Route	\$ 5,181	\$ -	\$ 4,197	\$ 295	\$ 689
373	Old Mud - Upper Mount Albion to Cedarville		2024-2031	0.28	Bike Lane	\$ 39,480	\$ -	\$ 31,979	\$ 2,250	\$ 5,251
374	Ottawa - Main to Montclair		2024-2031	0.49	Bike Lane	\$ 67,977	\$ -	\$ 55,061	\$ 3,875	\$ 9,041
375	Parkdale Ave - Nikola Tesla Blvd to Glow		2024-2031	0.18	Paved Multi-Use Recreational Trail	\$ 138,334	\$ -	\$ 112,051	\$ 7,885	\$ 18,398
376	Pearl - Hunter to Tuckett		2024-2031	0.23	Signed Bike Route	\$ 9,364	\$ -	\$ 7,584	\$ 534	\$ 1,245
377	Peel St S - King St W to Hatt		2024-2031	0.14	Signed Bike Route	\$ 5,774	\$ -	\$ 4,677	\$ 329	\$ 768
378	Perrelli - Culotta to Dundas St E		2024-2031	0.11	Signed Bike Route	\$ 4,267	\$ -	\$ 3,456	\$ 243	\$ 568
379	Picton - Bay St N to Hughson St N		2024-2031	0.39	Signed Bike Route	\$ 15,603	\$ -	\$ 12,639	\$ 889	\$ 2,075
380	Picton - John St N to Ferguson Ave N		2024-2031	0.42	Signed Bike Route	\$ 16,794	\$ -	\$ 13,603	\$ 957	\$ 2,234
381	Queen - Alma to Livingstone		2024-2031	0.16	Bike Lane	\$ 21,913	\$ -	\$ 17,749	\$ 1,249	\$ 2,914
382	Queen St S - Hunter to Canada		2024-2031	0.08	Signed Bike Route	\$ 3,096	\$ -	\$ 2,508	\$ 176	\$ 412
383	Redmond - Rushdale to Stone Church Rd E		2024-2031	0.20	Signed Bike Route	\$ 8,030	\$ -	\$ 6,505	\$ 458	\$ 1,068
384	Regional Road 20 (Highway 20) - Tapleytown to Woodburr		2024-2031	0.28	Signed Bike Route	\$ 11,371	\$ -	\$ 1,706	\$ 2,900	\$ 6,766
385	Regional Road 97 - Kirkwall to Foreman		2024-2031	0.16	Paved Shoulder	\$ 47,125	\$ -	\$ -	\$ 14,137	\$ 32,987
386	Ridge - Dewitt to Boundary		2024-2031	7.05	Paved Shoulder	\$ 2,116,173	\$ -	\$ 317,426	\$ 539,624	\$ 1,259,123
387	Riley - West of Chudleigh to Braeheid		2024-2031	0.21	Signed Bike Route	\$ 8,245	\$ -	\$ 6,678	\$ 470	\$ 1,097
388	Riviera Ridge - Bellavista to Lido		2024-2031	0.12	Undefined	\$ 58,441	\$ -	\$ 47,337	\$ 3,331	\$ 7,773
389	Rock Chapel - Highway 5 W to Service Road East of Sydenham		2024-2031	1.91	Signed Bike Route	\$ 76,420	\$ -	\$ 11,463	\$ 19,487	\$ 45,470
390	Roxborough - Frederick to Graham Ave N		2024-2031	0.05	Signed Bike Route	\$ 2,031	\$ -	\$ 1,645	\$ 116	\$ 270
391	Rushdale - Southpark to Redmond		2024-2031	0.08	Signed Bike Route	\$ 3,149	\$ -	\$ 2,551	\$ 180	\$ 419
392	Rymal - Upper Paradise to Spadara		2024-2031	0.44	Bike Lane	\$ 61,767	\$ -	\$ 50,031	\$ 3,521	\$ 8,215
393	Rymal - Hazelton to West Fifth St		2024-2031	0.77	Bike Lane	\$ 108,451	\$ -	\$ 87,845	\$ 6,182	\$ 14,424
394	Sadielou - Hollybush to End		2024-2031	0.42	Bike Lane	\$ 59,415	\$ -	\$ 48,126	\$ 3,387	\$ 7,902
395	Santorium - Scenic to Redfern		2024-2031	0.11	Bike Lane	\$ 15,366	\$ -	\$ 12,446	\$ 876	\$ 2,044
396	Scenic - Scenic Dr to Garth St		2024-2031	0.23	Bike Lane	\$ 32,617	\$ -	\$ 26,420	\$ 1,859	\$ 4,338
397	Second St N - King St W to North of Brandow		2024-2031	0.14	Signed Bike Route	\$ 5,695	\$ -	\$ 4,613	\$ 325	\$ 757
398	Shaver - Wilson to Jerseyville Rd W		2024-2031	1.47	Bike Lane	\$ 205,195	\$ -	\$ 166,208	\$ 11,696	\$ 27,291
399	Shaver - Garner to Carluke		2031-2041	6.11	Paved Shoulder	\$ 1,832,582	\$ -	\$ -	\$ 1,832,582	\$ -
400	Sheppard - Sovereign to Fleming		2024-2031	0.10	Signed Bike Route	\$ 4,020	\$ -	\$ -	\$ 1,206	\$ 2,814
401	Sherman - Delaware to CP Rail Line		2024-2031	0.33	Signed Bike Route	\$ 13,221	\$ -	\$ 10,709	\$ 754	\$ 1,758
402	Skinner - Dundas St E to East of McKnight Ave E		2024-2031	1.39	Bike Lane	\$ 195,086	\$ -	\$ 158,019	\$ 11,120	\$ 25,946
403	South Bend - W Second St to Terrace		2024-2031	0.42	Signed Bike Route	\$ 16,631	\$ -	\$ 13,471	\$ 948	\$ 2,212
404	South St W - Oglivie to Osler		2024-2031	0.70	Signed Bike Route	\$ 28,124	\$ -	\$ 22,780	\$ 1,603	\$ 3,740
405	Southcote - Garner to Airport		2031-2041	2.80	Bike Lane	\$ 392,445	\$ -	\$ -	\$ 392,445	\$ -
406	Southpark - Rushdale Park Trail to Rushdale Dr		2024-2031	0.25	Signed Bike Route	\$ 10,003	\$ -	\$ 8,103	\$ 570	\$ 1,330
407	St Joseph's - John St S to End		2024-2031	0.29	Signed Bike Route	\$ 11,537	\$ -	\$ 9,345	\$ 658	\$ 1,534
408	Sulphur Springs - Lover's to Mineral Springs Rd		2031-2041	1.47	Paved Shoulder	\$ 439,812	\$ -	\$ -	\$ 439,812	\$ -
409	Sulphur Springs - Lover's to Wilson St E		2024-2031	1.05	Signed Bike Route	\$ 42,059	\$ -	\$ 34,068	\$ 2,397	\$ 5,594
410	Sunnyridge - Wilson St W to Jerseyville Rd W		2024-2031	2.83	Paved Shoulder	\$ 850,184	\$ -	\$ -	\$ 255,055	\$ 595,129
411	Sydenham/Queen/Livingstone/Alma - Hatt to Romar Dr		2024-2031	1.86	Bike Lane	\$ 261,019	\$ -	\$ 39,153	\$ 66,560	\$ 155,306
412	Talbot - Melvin to Barton St E		2024-2031	0.19	Signed Bike Route	\$ 7,639	\$ -	\$ 6,187	\$ 435	\$ 1,016
413	Tally Ho - Mayfair to Overfield		2024-2031	0.22	Signed Bike Route	\$ 8,624	\$ -	\$ 6,985	\$ 492	\$ 1,147
414	Tanner - Iverness to End		2024-2031	0.05	Signed Bike Route	\$ 1,926	\$ -	\$ 1,560	\$ 110	\$ 256
415	Tapleytown Rd - Highway 20 E to Highland Rd E		2024-2031	0.83	Signed Bike Route	\$ 33,328	\$ -	\$ 4,999	\$ 8,499	\$ 19,830
416	Tradewind - Wilson St W to Cormorant		2024-2031	0.70	Bike Lane	\$ 98,586	\$ -	\$ 79,855	\$ 5,619	\$ 13,112
417	Twenty Rd - Southcote to West of Nebo		2024-2031	9.36	Bike Lane	\$ 1,310,636	\$ 1,174,735	\$ 110,080	\$ 7,746	\$ 18,075
418	Upper Ottawa - Killbride to Mountain Brow Boulevarc		2024-2031	5.22	Bike Lane	\$ 731,426	\$ -	\$ 592,455	\$ 41,691	\$ 97,280
419	Upper Sherman - Macassa to Limeridge Rd E		2024-2031	1.65	Bike Lane	\$ 231,607	\$ -	\$ 187,601	\$ 13,202	\$ 30,804
420	Upper Wellington - S Bend Rd E to Stone Church Rd E		2024-2031	2.40	Bike Lane	\$ 336,154	\$ 145,193	\$ 154,679	\$ 10,885	\$ 25,398
421	W 18th St - Bendamere to End		2024-2031	0.17	Signed Bike Route	\$ 6,741	\$ -	\$ 5,460	\$ 384	\$ 897
422	W 5th St - Brantdale to Governors Blvd		2024-2031	0.62	Multi-Use Trail	\$ 465,956	\$ -	\$ 377,424	\$ 26,559	\$ 61,972
423	W 5th St - Governors Blvd to Marlowe		2024-2031	1.13	Bike Lane	\$ 158,200	\$ -	\$ 128,142	\$ 9,017	\$ 21,041
424	Westbrook - End to Golf Club Rd		2024-2031	0.86	Signed Bike Route	\$ 34,368	\$ -	\$ -	\$ 10,310	\$ 24,057

Prj. No.	Increased Service Needs Attributable to Anticipated Development	2031 Oversizing (To 2031 Road Projects within the Urban Boundary)*	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Other Deductions	Benefit to Existing Development	Post Period Benefit	Net Capital Cost
425	Wilson in Ancaster - Fiddler's Green to Boundary		2024-2031	10.77	Cycle Track	\$ 5,385,075	\$ -	\$ -	\$ 1,615,523	\$ 3,769,553
426	Wimberly - Parkside to Nisbet		2024-2031	0.33	Bike Lane	\$ 45,976	\$ -	\$ 37,240	\$ 2,621	\$ 6,115
427	Windwood Dr - Bradley to Southbrook Dr		2024-2031	0.70	Bike Lane	\$ 97,549	\$ -	\$ 79,015	\$ 5,560	\$ 12,974
428	Woodbine Crescent - Jones to Dundurn St N		2024-2031	0.22	Signed Bike Route	\$ 8,891	\$ -	\$ 7,202	\$ 507	\$ 1,182
429	Woodburn - Binbrook Rd E to Highway 20 E		2024-2031	7.56	Signed Bike Route	\$ 302,206	\$ -	\$ 45,331	\$ 77,063	\$ 179,813
430	Woodhill Rd - Governor's to 800m south of Highway 8		2024-2031	7.05	Signed Bike Route	\$ 282,125	\$ -	\$ -	\$ 84,638	\$ 197,488
431	Woodhill Rd - Highway 8 to 800m south of Highway 8		2024-2031	1.04	Paved Shoulder	\$ 313,044	\$ -	\$ -	\$ 93,913	\$ 219,131
432	Woodward Ave - Beach Blvd to 100m south of Beach Blvc		2024-2031	0.10	Bike Lane	\$ 14,099	\$ -	\$ 11,420	\$ 804	\$ 1,875
433	York - Olympic to Baldwin		2024-2031	2.33	Bike Lane	\$ 326,172	\$ -	\$ 264,199	\$ 18,592	\$ 43,381
434	Highway 6 - Concession 10 W to Freelon		2024-2031	0.39	Paved Multi-Use Recreational Trail	\$ 293,059	\$ -	\$ -	\$ 87,918	\$ 205,141
435	Highway 6 N - Carlisle to Edgewood Road		2024-2031	0.55	Paved Multi-Use Recreational Trail	\$ 414,118	\$ -	\$ -	\$ 124,235	\$ 289,883
436	Carlisle Road - Highway 6 to Milborough Townline		2024-2031	5.85	Paved Shoulder	\$ 1,756,268	\$ -	\$ 263,440	\$ 447,848	\$ 1,044,980
437	Concession 5 West - Highway 6N to Moffatt Road		2024-2031	3.01	Paved Shoulder	\$ 904,289	\$ -	\$ 135,643	\$ 230,594	\$ 538,052
438	Mosaic Dr - Parkside Dr to Highway 6		2024-2031	1.90	Multi-Use Trail	\$ 1,425,000	\$ -	\$ 1,154,250	\$ 81,225	\$ 189,525
<b>Total</b>						<b>\$ 1,673,229,870</b>	<b>\$ 70,483,468</b>	<b>\$ 237,774,589</b>	<b>\$ 732,079,316</b>	<b>\$ 632,892,496</b>

\*Road project oversizing and applicable local share/direct developer deductions were applied based on City of Hamilton direction.

Internal Project Number (Internal use only)	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Other Deductions	Benefit to Existing Development	Post Period Benefit	Net Capital Cost
<b>Post-2041 Road Projects</b>									
<b>AEGD</b>									
10	Book Road - Highway 6 to Fiddlers Green Road	Post 2041	0.99	2r-5u	\$ 10,769,800	\$ -	\$ -	\$ 10,769,800	\$ -
16	Collector 5W - Collector 7N to Collector 2N	Post 2041	0.74	3u	\$ 7,294,646	\$ -	\$ -	\$ 7,294,646	\$ -
17	Collector 2W - Garner Road to Dickenson Road Extension	Post 2041	2.16	4u	\$ 23,562,706	\$ -	\$ -	\$ 23,562,706	\$ -
23	Collector 5N - Collector 8W to Fiddler's Green	Post 2041	0.83	2r	\$ 5,474,417	\$ -	\$ -	\$ 5,474,417	\$ -
62	Twenty Road West Extension - Glancaster Road to Collector 2W	Post 2041	1.06	2u	\$ 8,286,718	\$ -	\$ -	\$ 8,286,718	\$ -
111	Collector Road 6E - Collector 6N to Twenty Road West	Post 2041	0.70	3u	\$ 6,885,062	\$ -	\$ -	\$ 6,885,062	\$ -
127	Fiddler's Green Road - Garner Road to Book Road	Post 2041	1.97	2r-5u	\$ 20,827,238	\$ -	\$ -	\$ 20,827,238	\$ -
147	Airport Service Road - Glancaster Road to Airport Road	Post 2041	1.78	3u	\$ 17,237,062	\$ -	\$ -	\$ 17,237,062	\$ -
159	Collector 10N - Smith Road to Collector 1W	Post 2041	1.47	3u	\$ 14,498,799	\$ -	\$ -	\$ 14,498,799	\$ -
<b>Elfrida</b>									
115	Upper Centennial Parkway - Mud Street to Highway 20	Post 2041	2.00	4r-5u	\$ 22,580,042	\$ -	\$ -	\$ 22,580,042	\$ -
125	Upper Centennial Parkway - Mud Street to Green Mountain Road	Post 2041	1.00	4r-4u	\$ 10,579,044	\$ -	\$ -	\$ 10,579,044	\$ -
<b>Stoney Creek</b>									
2	Arvin Avenue - Jones Road to 366m west of Glover Road	Post 2041	0.55	2i	\$ 4,960,650	\$ -	\$ -	\$ 4,960,650	\$ -
<b>Waterdown</b>									
48	North Waterdown Drive - Clappison Avenue Extension to Highway 6 North	Post 2041	0.82	3u	\$ 8,008,407	\$ -	\$ -	\$ 8,008,407	\$ -
<b>White Church Area</b>									
118	Mud Street - Red Hill Valley Parkway to Upper Centennial Parkway	Post 2041	3.62	4r-6r	\$ 67,449,762	\$ -	\$ -	\$ 67,449,762	\$ -
174	Airport Access Route - Upper Red Hill Valley Parkway to Highway 6 South	Post 2041	10.92	2r	\$ 71,603,945	\$ 71,603,945	\$ -	\$ -	\$ -
<b>Former Urban Boundary Expansion Area Road Projects</b>									
<b>AEGD</b>									
112	Collector Road 1E - Collector 6N to Twenty Road West	Post 2041	0.73	3u	\$ 7,175,665	\$ 7,175,665	\$ -	\$ -	\$ -
<b>Elfrida</b>									
84	Regional Road 56 - Dalgliesh Trail to Golf Club Road	Post 2041	1.44	2r-5u	\$ 15,741,403	\$ 15,741,403	\$ -	\$ -	\$ -
113	First Road East - Highway 20 to Mud Street	Post 2041	1.97	2r-3u	\$ 15,089,596	\$ 15,089,596	\$ -	\$ -	\$ -
114	First Road East - Highway 20 to Golf Club Road	Post 2041	2.08	3u	\$ 20,239,244	\$ 20,239,244	\$ -	\$ -	\$ -
116	Arterial N-S - Bellagio Avenue to Golf Club Road	Post 2041	1.88	4u	\$ 20,100,545	\$ 20,100,545	\$ -	\$ -	\$ -
117	Dickenson Extension - Trinity Church to Golf Club Road	Post 2041	0.65	2u	\$ 5,177,733	\$ 5,177,733	\$ -	\$ -	\$ -
119	Twenty Road - Upper Red Hill Valley Parkway to Hendershot Road	Post 2041	5.60	4u	\$ 59,897,756	\$ 59,897,756	\$ -	\$ -	\$ -
120	Highway 20 - 500m east of Upper Centennial to Hendershot Road	Post 2041	1.17	2r-4u	\$ 11,653,263	\$ 11,653,263	\$ -	\$ -	\$ -
290	Fletcher Road - 500m south of Rymal Road to Golf Club Road	Post 2041	1.60	2r-3u	\$ 12,245,236	\$ 12,245,236	\$ -	\$ -	\$ -
291	Golf Club Road - Trinity Church Road to Hendershot Road	Post 2041	5.33	2r-3u	\$ 40,967,481	\$ 40,967,481	\$ -	\$ -	\$ -
292	Hendershot Road - Highway 20 to Golf Club Road	Post 2041	2.09	2r-3u	\$ 16,011,393	\$ 16,011,393	\$ -	\$ -	\$ -
293	Highland Road - Upper Centennial Parkway to Second Road East	Post 2041	1.67	2r-3u	\$ 12,799,081	\$ 12,799,081	\$ -	\$ -	\$ -
294	Mud Street - Upper Centennial Parkway to Second Road East	Post 2041	1.67	2r-2u	\$ 13,833,585	\$ 13,833,585	\$ -	\$ -	\$ -
295	Second Road East - Highway 20 to Mud Street	Post 2041	1.94	2r-3u	\$ 14,841,511	\$ 14,841,511	\$ -	\$ -	\$ -
296	Trinity Church Road - Hydro Corridor (470m south of Rymal Road) to Golf Club Road	Post 2041	1.60	2r-3u	\$ 12,642,066	\$ 12,642,066	\$ -	\$ -	\$ -
<b>Twenty Road East</b>									
104	Upper Wentworth Street - End to Twenty Road	Post 2041	0.74	4u	\$ 7,937,327	\$ 7,937,327	\$ -	\$ -	\$ -
105	Upper Sherman Avenue - End to Twenty Road	Post 2041	0.75	4u	\$ 8,078,090	\$ 8,078,090	\$ -	\$ -	\$ -
106	Upper Gage Avenue - End to Twenty Road	Post 2041	0.73	4u	\$ 7,832,103	\$ 7,832,103	\$ -	\$ -	\$ -
108	Miles Road - Rymal Road to Dickenson Road	Post 2041	2.66	2r-4u	\$ 25,003,996	\$ 25,003,996	\$ -	\$ -	\$ -
109	East-West Collector - Upper Wentworth Street to Upper Ottawa Street	Post 2041	2.52	3u	\$ 24,456,044	\$ 24,456,044	\$ -	\$ -	\$ -
110	Twenty Road East - Upper James Street to Dartnall Road	Post 2041	5.76	2r-4u	\$ 54,652,726	\$ 54,652,726	\$ -	\$ -	\$ -
284	Dickenson Road East - Upper James Street to 350 meters west of Nebo Road	Post 2041	4.24	2r-2u	\$ 37,820,121	\$ -	\$ -	\$ 37,820,121	\$ -
<b>White Church Area</b>									
122	White Church Road - Upper James Street to Miles Road	Post 2041	2.88	2r-4u	\$ 27,000,420	\$ 27,000,420	\$ -	\$ -	\$ -
123	Airport Road - Upper James Street to Miles Road	Post 2041	2.75	2r-4u	\$ 25,766,424	\$ 25,766,424	\$ -	\$ -	\$ -
124	Ferris Road Extension - White Church Road to Airport Road	Post 2041	1.34	2u	\$ 10,252,044	\$ 10,252,044	\$ -	\$ -	\$ -
126	Miles Road - Dickenson Road to White Church Road	Post 2041	4.13	2r-4u	\$ 38,893,556	\$ 38,893,556	\$ -	\$ -	\$ -
121	Highway 20 - Hendershot Road to Hamilton boundary	Post 2041	4.57	2r-4u	\$ 45,465,162	\$ -	\$ -	\$ 45,465,162	\$ -
301	Fletcher Road - McWatters Street to Golf Club Road	Post 2041	3.60	2r-2u	\$ 30,086,056	\$ -	\$ -	\$ 30,086,056	\$ -
<b>Total</b>					<b>\$ 921,677,923</b>	<b>\$ 579,892,231</b>	<b>\$ -</b>	<b>\$ 341,785,692</b>	<b>\$ -</b>

Prj. No	Increased Service Needs Attributable to Anticipated Development 2019-2031	Timing (year)	Gross Capital Cost Estimate (2023\$)	Benefit to Existing Development	Post Period Benefit	Grants, Subsidies and Other Contributions Attributable to New Development	Net Capital Cost
1	New Peak Hour 30' Bus (2)	2033-2035	\$ 1,329,504	\$ -	\$ 1,329,504	\$ -	\$ -
2	New Peak Hour 40' Bus (48)	2023-2032	\$ 45,852,096	\$ 38,928,430	\$ 1,031,672	\$ -	\$ 5,891,994
3	New Peak Hour 40' Bus (16)	2033-2035	\$ 15,284,032	\$ -	\$ 15,284,032	\$ -	\$ -
4	New Peak Hour 60' Bus (8)	2023-2032	\$ 9,863,616	\$ 8,374,210	\$ 221,931	\$ -	\$ 1,267,475
5	New Peak Hour 60' Bus (2)	2033-2035	\$ 2,465,904	\$ -	\$ 2,465,904	\$ -	\$ -
6	New Spare 40' Bus (12)	2023-2032	\$ 11,463,024	\$ 9,732,107	\$ 257,918	\$ -	\$ 1,472,999
7	New Spare 40' Bus (3)	2033-2035	\$ 2,865,756	\$ -	\$ 2,865,756	\$ -	\$ -
8	New 40' to 60' Upgrades (37)	2023-2032	\$ 10,274,900	\$ 8,723,390	\$ 231,185	\$ -	\$ 1,320,325
9	Facility: Service Truck	2023-2032	\$ 129,998	\$ 100,878	\$ -	\$ -	\$ 29,120
10	Facility: Stock Room Vehicle	2023-2032	\$ 65,000	\$ 50,440	\$ -	\$ -	\$ 14,560
11	Facility: Garage Equipment Repair Walk Behind Forklift	2023-2032	\$ 184,200	\$ 142,939	\$ 12,341	\$ -	\$ 28,919
12	Facility: Garage Forklift	2023-2032	\$ 106,700	\$ 82,799	\$ 7,149	\$ -	\$ 16,752
13	Facility: Garage Tow Mobile	2023-2032	\$ 62,100	\$ 48,190	\$ 4,161	\$ -	\$ 9,750
14	Facility: Garage Equipment Repair Express Van Vehicles	2023-2032	\$ 173,000	\$ 134,248	\$ -	\$ -	\$ 38,752
15	Accessible Supervisory Vehicles (Specialized Transit)	2023-2032	\$ 612,000	\$ 462,060	\$ -	\$ -	\$ 149,940
16	Transit & Maintenance Storage Facility	2023-2026	\$ 396,000,000	\$ 165,349,200	\$ 26,625,000	\$ 183,000,000	\$ 21,025,800
<b>Total</b>			<b>\$ 496,731,830</b>	<b>\$ 232,128,891</b>	<b>\$ 50,336,554</b>	<b>\$ 183,000,000</b>	<b>\$ 31,266,385</b>



# Appendix E

## Summary of Proposed Amendments to Local Service Policy





Infrastructure Planning Section  
71 Main Street West, 6th Floor  
Hamilton, ON L8P 4&5  
Tel: (905)546-2424 Ext. 2155  
Fax: (905)540-5611

# Memorandum

**Hamilton**  
Planning and Economic  
Development Department

**Date:** March 5, 2024

**To:** Daryl Abbs, Managing Partner Watson & Associates Economists Ltd.

**Cc:** Ashraf Hanna, Dir. Growth Management and Chief Development Eng.  
Tony Sergi, Director Strategy Growth  
Brian Hollingworth, Director Transportation Planning and Parking

**From:** Gavin Norman, Manager Infrastructure Planning

**Subject:** 2024 DC By-Law – Proposed Changes to Local Service Policy

The Local Service Policy (LSP) largely focuses on the principle of “Growth Pays for Growth” in the approach to infrastructure and defines those infrastructure costs that are considered a Direct Developer’s responsibility (local) versus those that support growth (DC eligible). Proposed changes to the LSP are meant to provide additional clarity to DC eligible projects and reflect new standards approved by Council since adoption of the 2019 DC Background Study including the Complete Streets Guidelines (2018) and the AEGD Transportation Master Plan Update (2023).

## **1) Roads - refer to LSP Section E.5.3 Infrastructure**

Currently the Local Service Policy identifies land for all local roads as a Direct Developer responsibility and that for collector roads and arterial roads land is also a local service component, net of applicable oversizing per the Financial Policies for Development (Comprehensive Development Guidelines and Financial Policies Manual, 2019). Section L.2.4 Value of Land for Road Allowances of the financial policy states:

*“Where a Proponent is required to dedicate more than thirteen (13) metres of land to establish a new road allowance width, measured from the centerline of the road allowance to one side to its ultimate width, the City shall compensate the Proponent for the value of dedicated land beyond 13 metres in width on that side of the road allowance, for the length of the conveyance.”*

Recent approval of the Complete Street Guidelines and the AEGD Transportation Master Plan Update has resulted in non-residential roads tending to have wider road allowances than residential roads, in part due to the nature of the type of traffic, but also to accommodate semi-rural cross-sections for stormwater conveyance (ditches) and complete street elements (sidewalks, multi-use paths, bike lanes). Section L.2.4 of the Financial Policies applies to both residential and non-residential roads and is premised on the basis

that land for road allowances up to the collector designation is a direct developer contribution (local service); however, because non-residential collector road allowances are larger (typically range from 26m to 36m), the impact on the DC is significant and not proportional to what the DC contributes to residential roads. As such, it is recommended that non-residential roads include a larger base width to be considered local (Developer's responsibility) and that the following language be included in Section E.5.3.1 of the Local Service Policy for clarity (new text in **underline bold**):

#### E.5.3.1.1 Local and Collector Roads (including land)

All Local Roads are the developer's financial responsibility. **For the purposes of DC eligibility, the following criteria are applied for Local Roads:**

- **Local Residential – up to 8m width of asphalt driving surface and up to 26m road allowance.**
- **Local Non-Residential – up to 11m of asphalt driving surface and up to 32m of road allowance.**

Note, the proposed change will also require a corresponding amendment to the Financial Policies for Development. Proposed Change to Financial Policy:

#### L.2.4. Value of Land for Road Allowances\*

“Where a Proponent is required to dedicate more than thirteen (13) metres of land to establish a new road allowance width **for a residential road, and more than 16m for a non-residential road,** measured from the centerline of the road allowance to one side to its ultimate width, the City shall compensate the Proponent for the value of dedicated land beyond 13 metres in width on that side of the road allowance **for a residential road, and 16m for a non-residential road, respectively,** for the length of the conveyance.” **For clarity, non-residential roads include those roads that are meant to carry mixed traffic and not solely residential traffic.**

\* It is not intended that the specifics of the change be included in the AF&A report to Council re the DC Addendum, but it would be advantageous that the recommendation in the report include direction for staff to make corresponding changes to the Financial Policies that reflect the proposed changes to E.5.3.1.1. This should eliminate the need to go back to Council to get the amended Financial Policies approved.

For additional clarity to the LSP, the following language is also recommended to be included in Section 5.3.9.1 (new text in **underline bold**):

#### E.5.3.9 Infrastructure Assets Constructed by Developers

1. All infrastructure assets constructed by developers must be designed in accordance with the City's engineering standards and policies, **including the Comprehensive Development Guidelines and Financial Policies Manual (2019), the Complete Streets Guidelines and the AEGD Eco-Industrial Guidelines.**

## 2) Water / Wastewater - Refer to LSP – Section E.2 Local Service Policy for Water and Wastewater

Changes to the Local Service Policy for water and wastewater projects are being proposed to add clarity to what is DC eligible and what is considered a local service which in turn are intended to assure alignment with the Financial Policies for Development. In doing so, no amendments to the Financial Policies are required. It is recommended that the following language be added to Category 1 and Category 2 infrastructure projects in Section E.2 as follows (new text in **underlined bold**):

**Category 1 – Projects External to Proposed Development Lands** (i.e., on existing road allowance and servicing more than one development)

The following project descriptions fall into Category 1 and will be fully or partially allocated to Development Charges:

- Upgrades to existing City infrastructure required to service more than one potential proposed development and/or development property, whether in a Greenfield area or Intensification area. This includes upgrades to infrastructure that is upstream (water) or downstream (wastewater) of multiple developments.
  - **For the purposes of allocating costs**, if an upgrade is triggered by growth (single or multiple potential planned growth is less than or equal to the approved Traffic Survey Zone growth), the upgrade will be all or partially allocated to Development Charges.
  - In the case that a development plans to have more growth than is planned for (by approved Traffic Survey Zones and system capacity) and if the infrastructure upgrade is as a result of growth over and above what is approved, that additional oversizing shall be the responsibility of the Developer **triggering the upgrade** (Direct Developer).
    - This may include watermains for transmission, distribution and looping.

New **infrastructure** projects that physically lie outside of a proposed development, but only service a single development ~~can be considered part of~~ **refer to** Category 2 **(for the direct developers responsibilities) whereby the cost to extend the service is a 100% Direct Developer (net of any Development Charge contribution based on minimum size.)** For example, a new sewer on existing road right-of-way (external to development) to service a new building on land not already serviced, with no additional developments potentially draining to the new sewer.

**For Category 1 projects there will always be a local Direct Developer cost contribution based on the development's frontage in accordance with the Financial Policies for Development and authority through the Planning Act whether or not the development is able to or needs to take benefit of the service (e.g. reverse frontage development).** Local cost recoveries will be made on a site-specific basis based on frontage and/or drainage area.

**Category 2 – Projects Within Proposed Development Lands** - The following project descriptions fall into Category 2:

- Water and sewer infrastructure that is required to directly service the proposed development lands.
- Water and sewer infrastructure that is required to directly service the proposed development lands *and* potentially “oversized” in consideration (capacity, looping or fire protection) of additional proposed developable lands that are normally serviced via proposed development property.

With regards to Category 2 projects, the developer is required to pay for the full cost of the installation of sanitary sewers and watermain up to and including the sizes listed below. This is described as the Direct Developer’s Contribution.

**Note: Projects external to the Proposed Development Lands that service only one property are considered Category 2.**

The minimum sizes are provided from the City’s Financial Policies:

- Sanitary Sewer        450 mm diameter
- Watermain            300 mm diameter

Facilities (Water Pumping Station, Water Reservoir or Elevated Tank, Wastewater Pumping Station)

- No minimum size/capacity
- Facilities to service single proposed development lands will be Direct Developer Contribution.
- Facilities servicing multiple developments/service areas will be allocated to Development Charges Categories only (D.C., Benefit to Existing and Post Period Benefit).

Water Treatment / Wastewater Treatment – Treatment upgrades to be included in Development Charges Categories only (D.C., Benefit to Existing and Post Period Benefit).

Should the size of the local infrastructure be required to be greater than the minimum local servicing sizes (i.e., to support external development), Development Charges contributions shall be made. The City shall contribute, through the Development Charges Fund, towards the cost to install the infrastructure on a “Flat Rate” basis. “Flat Rate” is defined as the cost difference between the size required for external development and the minimum size, noted above in the City’s Development Policies.

Projects identified are sized based on the City’s engineering guidelines for design and to accommodate the future population and employment demand/flow within the proposed drainage/service areas.

The Development Charges Capital Program identified in this document demonstrates the calculated cost splits on a project-by-project basis.



# Appendix F

## D.C. Rate Impacts Excluding the Proposed L.S.P. Amendment



# Appendix F: D.C. Rate Impacts Excluding the Proposed L.S.P. Amendment

Section 2.6 of the addendum report provides for a proposed amendment to the L.S.P. for Council's consideration.

The L.S.P. currently identifies land for all local, collector, and arterial roads (net of applicable oversizing) as direct developer responsibility as per the Financial Policies for Development. Recent approval of the Complete Streets Guidelines and the A.E.G.D. Transportation Master Plan Update have resulted in wider road allowances for non-residential roads, relative to residential roads.

The current Financial Policies for Development does not distinguish between residential and non-residential roads. Given that land for road allowances up to the collector designation is a direct developer contribution, the impact on the D.C. is not proportional for non-residential roads. As such, it is recommended that non-residential roads include a larger base width to be considered local service and that the following language be included in Section E.5.3.1 of the L.S.P. (new text in **underline bold**):

## E.5.3.1.1 Local and Collector Roads (including land)

All Local Roads are the developer's financial responsibility. **For the purposes of D.C. eligibility, the following criteria are applied for Local Roads:**

- **Local Residential – up to 8m width of asphalt driving surface and up to 26m road allowance.**
- **Local Non-Residential – up to 11m of asphalt driving surface and up to 32m of road allowance.**

If these changes are not adopted by Council, the L.S.P. deduction identified by Arcadis in Section 2.5 and Appendix D would decrease by \$4.7 million. The detailed capital listing without the proposed L.S.P. amendment and Financial Policies change can be found in Exhibit 3 of Appendix D. The following table provides for the updated rate comparison if the L.S.P. amendment is not adopted by Council:



Table F-1  
City of Hamilton  
D.C. Rate Comparison

Residential (Single Detached) Comparison

Service/Class of Service	Addendum Report: as per Figure 3-1 (i.e. with the LSP and Financial Policies Change)	Recalculated Rates (i.e. without the LSP and Financial Policies Change)
Services Related to a Highway	18,103	18,287
Public Works	1,335	1,335
Transit Services	1,601	1,601
Fire Protection Services	1,151	1,151
Policing Services	1,018	1,018
Parks and Recreation*	11,065	11,065
Library Services	2,061	2,061
Growth Studies**	-	-
Long-term Care Services	231	231
Child Care and Early Years Programs	-	-
Provincial Offences Act Services including By-Law Enforcement	52	52
Public Health Services	42	42
Ambulance	325	325
Waste Diversion	346	346
<b>Total Municipal Wide Services/Classes</b>	<b>37,330</b>	<b>37,514</b>
<b>Water and Wastewater Urban Area Charges</b>		
Wastewater Facilities	7,125	7,125
Wastewater Linear Services	10,641	10,641
Water Services	6,856	6,856
<b>Total Water and Wastewater Urban Area Services</b>	<b>24,622</b>	<b>24,622</b>
<b>Stormwater Services - Combined Sewer System</b>		
Stormwater Drainage and Control Services	9,553	9,553
<b>Stormwater Services - Separate Sewer System</b>		
Stormwater Drainage and Control Services	22,741	22,741
<b>Grand Total - City Wide</b>	<b>37,330</b>	<b>37,514</b>
<b>Grand Total - Urban Area - Combined Sewer Sytem</b>	<b>71,505</b>	<b>71,689</b>
<b>Grand Total - Urban Area - Separate Sewer Sytem</b>	<b>84,693</b>	<b>84,877</b>

\*Parks & Recreation now combined as one D.C. eligible service

\*\*Growth studies are no longer eligible when a new by-law is passed under Bill 23

Note: Rates will be indexed at by-law implementation to 2024\$



Table F-2  
City of Hamilton  
D.C. Rate Comparison

Non-Residential (per sq.ft.) Comparison

Service/Class of Service	Addendum Report: as per Figure 3-2 (i.e. with the LSP and Financial Policies Change)	Addendum Report (without the LSP and Financial Policies Change)
Services Related to a Highway	13.31	13.43
Public Works	0.80	0.80
Transit Services	0.96	0.96
Fire Protection Services	0.69	0.69
Policing Services	0.61	0.61
Parks and Recreation*	0.95	0.95
Library Services	0.18	0.18
Growth Studies**	-	-
Long-term Care Services	0.04	0.04
Child Care and Early Years Programs	-	-
Provincial Offences Act Services including By-Law Enforcement	0.03	0.03
Public Health Services	0.01	0.01
Ambulance	0.06	0.06
Waste Diversion	0.03	0.03
<b>Total Municipal Wide Services/Classes</b>	<b>17.67</b>	<b>17.79</b>
<b>Water and Wastewater Urban Area Charges</b>		
Wastewater Facilities	4.53	4.53
Wastewater Linear Services	6.76	6.76
Water Services	4.36	4.36
<b>Total Water and Wastewater Urban Area Services</b>	<b>15.65</b>	<b>15.65</b>
<b>Stormwater Services - Combined Sewer System</b>		
Stormwater Drainage and Control Services	-	-
<b>Stormwater Services - Separate Sewer System</b>		
Stormwater Drainage and Control Services	4.75	4.75
<b>Grand Total - City Wide</b>	<b>17.67</b>	<b>17.79</b>
<b>Grand Total - Urban Area - Combined Sewer Sytem</b>	<b>33.32</b>	<b>33.44</b>
<b>Grand Total - Urban Area - Separate Sewer Sytem</b>	<b>38.07</b>	<b>38.19</b>

\*Parks & Recreation now combined as one D.C. eligible service

\*\*Growth studies are no longer eligible when a new by-law is passed under Bill 23

Note: Rates will be indexed at by-law implementation to 2024\$