

Addendum to:

**Town of Whitchurch-
Stouffville
2018 Development Charges
Background Study**

September 21, 2018



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 **Planning for growth**

Summary of Revisions made to the July 12, 2018 Development Charges Background Study (as amended)

1. Background

Commensurate with the provisions of the *Development Charges Act* (D.C.A.), 1997, the Town of Whitchurch-Stouffville (Town) has undertaken a Development Charges Background Study (D.C.B.S.) and has distributed the study and draft by-law to the public. The following provides a summary of the key dates in the Development Charges (D.C.) by-law process:

- July 12, 2018 – Release of the D.C.B.S.;
- August 8, 2018 – Development Industry Stakeholder Consultation Session #1;
- August 27, 2018 – Development Industry Stakeholder Consultation Session #2;
- September 6, 2018 – Addendum to July 12, 2018 D.C.B.S.;
- September 11, 2018 – Public Meeting;
- September 20, 2018 – Development Industry Stakeholder Consultation Session #3
- September 21, 2018 Addendum to the July 12, 2018 D.C.B.S. (as amended)
- September 25, 2018 – Anticipated passage of D.C. by-law

The purpose of the addendum to the July 12, 2018 D.C.B.S (as amended) is to provide for revisions to the calculation of the charges arising from changes to capital program for Roads Services, Water Services, and Wastewater Services, as well as updates to the Roads Services historical level of service calculation. The refinements are detailed in the subsequent sections of this report, and will form part of the D.C.B.S. for Council's consideration and approval prior to adoption of the D.C. By-law.

2. Discussion

Subsequent to the issuance of the September 6, 2018 addendum to the July 12, 2018 D.C.B.S., and Development Industry Stakeholder Consultation Sessions, further review and feedback by Town staff and stakeholders identified revisions to the D.C.B.S. and draft D.C. by-law. These refinements include:

- Updates to the historical level of service for Roads Services, to remove local roads and include bridges and culverts within the calculation;

- Refinements to the anticipated capital needs for Roads Services, including updates to capital cost estimates and the removal of active transportation projects on Regional roads that are not currently anticipated within the Town's 5-year budget;
- Updates to the Water Services and Wastewater Services capital programs to reflect changes in project scope, local service deductions, benefit to existing deductions, and post period benefit deductions; and
- Miscellaneous housekeeping matters.

The following subsections summarize the necessary changes identified above.

2.1 Roads and Related Services

2.1.1 Historical Level of Service Calculation

The historical level of service calculation contained in the D.C.B.S. incorrectly included local roads within the inventory of urban and rural arterial and collector roads. The inventory of roads has been updated to only include those arterial and collector roads that have been in service over the 2008-2017 period. Furthermore, bridges and culverts that have been in service in the Town have also been added to the historical level of service calculation, as the replacement costs for roads do account for these structures. Bridges have been included with a replacement cost of \$3.3 million, consistent with the anticipated construction costs of new bridges in the Town's capital program.

These changes reduce the maximum D.C. eligible funding for Roads Services from \$117.5 million to \$44.6 million.

2.1.2 Updates to Capital Cost Estimates

Upon further review by Town staff, capital cost estimates were revised to reflect updates for:

- Multi-use pathways in boulevards, Illumination and Signals – based on estimates in 5-year capital budget;
- Creek crossings – Capital cost estimate increased to \$3.3 million based on developer construction costs (prj. RB04);
- Roundabouts – Costs for roundabout on Tenth Line/Bayers Pond Way and Tenth Line/Street G changed to \$919,000 based on recent project costs; and
- Project management and administration based on changes in the Roads Services D.C. recoverable share of the capital program.

In total these revisions to cost estimates add \$2.7 million in D.C. recoverable capital costs to the Roads Services capital program, resulting in an increase of the charge of approximately \$109 per capita or \$353 per single detached dwelling unit.

2.1.3 Active Transportation Needs on Regional Roads

It is anticipated that active transportation projects within York Region right of ways will become the responsibility of the Region. Through this transition period the Town will still have responsibility for these projects. The Town has removed from the D.C.B.S. any active transportation projects within York Region rights of ways that are not anticipated to occur within the Town's 5-Year Budget.

These revisions remove \$5.8 million in D.C. recoverable capital costs from the Roads Services capital program, including:

- Multi-use pathways in boulevard (prjs. 5, 15, 16)
- Paved shoulders (all prjs., Except Hwy 48 and Town roads)
- Shared route treatments (prj. 81)
- Sidewalks (prjs. 108, 109, 114-116)

This reduction in D.C. recoverable costs reduces the calculated D.C. by \$235 per capita or \$753 per single detached dwelling unit.

2.1.4 Roads Services Summary

The combined impact of the revisions identified in subsections 2.1.1 to 2.1.3 decreases the D.C. recoverable costs for Roads Services by approximately \$3.1 million. To quantify the impact of these revisions on the development charge, the Roads and Related Services D.C. for single detached residential dwelling units decreases from \$5,948 in the D.C.B.S. (as amended) to \$5,548, or a decrease of \$400 per single detached dwelling unit.

2.2 Water Services

2.2.1 Updates to Water Services Projects W06, W20, W39, and W40

Upon further review of the Water services capital program in response to questions and comments received from development industry stakeholders, the following changes are provided:

- Prj. W06 –Project W06 is required to service growth but will also help resolve existing deficiencies in the pressure zone. Project is therefore adjusted to include a 50% benefit to existing deduction;
- Prj. W20 – The post period benefit deduction has been revised and local service contributions have been added, consistent with Prj. W34; and
- Prjs. W39 & W40 – Upon further review of Projects W39 and W40 benefit to existing deductions of 23% have been added, consistent with prior Town D.C.B.S.

In total, the revisions identified within this subsection decrease the Water Services D.C. recoverable costs by approximately \$1.2 million, as compared to the D.C.B.S. These revisions have the impact of decreasing the Water Services D.C. by approximately \$58 per capita or \$187 per single detached residential unit.

2.2.2 Project Management and Administration

As described in subsection 2.1.2 for Roads Services, project management and administration costs have also been included for Water Services. The revisions to the Water Services D.C. capital program decreases the D.C. recoverable share for project management and administration costs in aggregate. These revisions lower the Water Service D.C. by approximately \$1 per capita or \$3 per single detached residential unit.

2.2.3 Water Services Summary

The revisions and updates described in subsections 2.2.1 to 2.2.2 decrease the D.C. recoverable costs for Water Services by approximately \$1.2 million. These revisions serve to decrease the Water Services D.C. by approximately \$59 per capita or \$190 per single detached dwelling unit.

2.3 Wastewater Services

2.3.1 Updates to Water Services Projects WW18 and WW20

Similar to Water Services, the Wastewater Services capital program has also been reviewed in response to questions and comments received from development industry stakeholders. The following revisions are proposed:

- Prj. WW18 – Project WW18 has been re-assessed and based on proposed alignment and confirmation that there is no projected post-period growth for the service area, it has been determined that the project can be downsized to 200mm with no post-period benefit allocation; and

- Prj. WW20 – Project WW20 has been re-assessed and determined that since it is external to the development area, the recommendation is for this project to be 100% D.C. eligible. As such the local service contribution has been removed from the calculation.

These revisions add \$64,000 in D.C. recoverable capital costs to the Wastewater Services capital program and serve to increase the D.C. recoverable costs by \$3 per capita or \$10 per single detached dwelling unit.

2.3.2 Project Management and Administration

Similar to Water Services, the revisions to the Wastewater Services D.C. capital program increase the D.C. recoverable share for project management and administration costs in aggregate. These revisions increase the Wastewater Service D.C. by approximately \$1 per capita or \$3 per single detached residential unit.

2.3.3 Wastewater Services Summary

The revisions and updates described in subsections 2.3.1 to 2.3.2 increase the D.C. recoverable costs for Water Services by \$76,700. These revisions increase the Wastewater Services D.C. by approximately \$4 per capita or \$13 per single detached dwelling unit.

2.4 Impacts on the Calculated Development Charge

The refinements presented in sections 2.1, to 2.3 have impacts on the calculated charges in the D.C.B.S. (as amended). Table 2-1 compares the Town's current D.C., charges with those presented at the September 11, 2018 D.C. public meeting and the amended D.C. as contained herein. The comparison is provided for a single detached residential dwelling unit, and per square foot of non-residential gross floor area (G.F.A.)

By comparison to the charges in the D.C.B.S. (as amended) and presented at the September 11, 2018 public meeting, the amended charge for a single detached residential unit within the fully serviced urban area decreases by \$577 from \$22,180 to \$21,603. For non-residential development with the fully serviced urban serviced area the charge would decrease by \$0.28/sq.ft., from \$6.46/sq.ft. to \$6.18/sq.ft.

By comparison to the Town's current D.C. By-Law, the amended charge for a single detached residential unit within the fully serviced urban area increases by \$7,203 from \$14,400 to \$21,603. For non-residential development with the fully serviced urban serviced area the charge would increase by \$1.87/sq.ft., from \$4.31/sq.ft. to \$6.18/sq.ft.

**Table 2-1
Comparison of Calculated D.C.s**

Service	Residential (Single Detached) Comparison					Non-Residential (per sq.ft.) Comparison				
	Current	Sept. 11 Public Meeting	Sept. 21 Addendum	Difference (Current vs. Amendment)		Current	Sept. 11 Public Meeting	Sept. 21 Addendum	Difference (Current vs. Amendment)	
				\$	%				\$	%
Municipal Wide Services:										
Roads Services	3,294	5,948	5,548	2,254	68%	2.41	3.22	3.01	0.60	25%
Fire Protection Services	532	586	586	54	10%	0.40	0.40	0.40	-	0%
Public Works Services	531	120	120	(411)	-77%	0.19	0.04	0.04	(0.15)	-79%
Leisure Services	6,624	8,439	8,439	1,815	27%	0.36	0.27	0.27	(0.09)	-24%
Library Services	672	867	867	195	29%	0.05	0.04	0.04	(0.01)	-23%
By-Law Enforcement Services	-	8	8	8		-	0.00	0.00	0.00	
Administration Studies	185	594	594	409	221%	0.08	0.26	0.26	0.18	221%
Total Municipal Wide Services	11,838	16,562	16,162	4,324	37%	3.49	4.23	4.02	0.53	15%
Area Specific Services:										
Wastewater Services	1,068	3,226	3,239	2,171	203%	0.35	1.35	1.35	1.00	286%
Water Services	1,494	2,392	2,202	708	47%	0.47	0.88	0.81	0.34	72%
Total Area Specific Services	2,562	5,618	5,441	2,879	112%	0.82	2.23	2.16	1.34	163%
Grand Total - Urban Area	14,400	22,180	21,603	7,203	50%	4.31	6.46	6.18	1.87	43%

3. Changes to the Background Report

Based on the foregoing, the following revisions are made to the pages within the July 12, 2018 D.C.B.S. (as amended). Accordingly, the revised pages are appended to this report:

- Table of Contents – Reissued to reflect page numbering changes
- Page 1-3 – Revised to reflect this addendum;
- Pages 5-11 to 5-22 – Reissued to reflect changes described in section 2.1 to 2.3 and for updated page numbering;
- Chapter 6 – Updated to reflect changes in the calculated charge for Roads, Water, and Wastewater Services;
- Pages 8-3, 8-4 and C-3 – Updated reflective of impacts of changes in section 2.1 to 2.3;
- Appendix B – Reissued to address updates to the Roads Services historical level of service and page numbering; and
- Appendix E – Revised draft D.C. By-Law.

4. Process for Adoption of the Development Charges By-law

The revisions provided herein form the basis for the D.C. By-Law and will be incorporated into the D.C. Background Study to be provided to Council and the general public prior to Council's consideration and adoption of the proposed D.C. By-Law on September 25, 2018.

If Council is satisfied with the above noted changes to the D.C. Background Study and D.C. By-Law, then prior to By-Law passage Council must:

- Approve the D.C. Background Study, as amended;
- Determine that no further public meetings are required on the matter; and
- Adopt the new D.C. By-Law.

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**Table 1-1
Schedule of Key D.C. Process Dates**

Process Steps	Dates
1. Project initiation meetings with Town staff	February 8, 2018
2. Data collection, staff interviews, preparation of D.C. calculations	February 2018 to May 2018
3. Preparation of draft D.C. background study and review of draft findings with staff	June 2018
4. D.C. background study and proposed D.C. by-law available to public	July 12, 2018
5. Presentation of background study to development industry stakeholders	August 8, 27, and September 20, 2018
6. Statutory notice of Public Meeting advertisement placed in newspaper(s)	20 days prior to public meeting
7. Public Meeting of Council	September 11, 2018
8. Council considers adoption of D.C. background study and passage of by-law	September 25, 2018
9. Proposed By-law in-force date	January 1, 2019
10. Newspaper notice given of by-law passage	By 20 days after passage
11. Last day for by-law appeal	40 days after passage
12. Town makes available D.C. pamphlet	by 60 days after in force date

5.2 Service Levels and 13-Year Capital Costs for Municipal-wide D.C. Calculation

This section evaluates the development-related capital requirements for those services which have been considered over the 13-year forecast period (2018-2031). This forecast horizon reflects the municipality's available supply of designated lands, consistent with the development timing assumptions underlying the Town's Growth Management Strategy.

5.2.1 Roads Services

The Town has a current inventory of 102 kilometres of arterial and collector roads and 15 bridges and culverts. This historical level of infrastructure investment equates to \$3,989 per capita level of service. When applied to the forecast population growth to 2031 (i.e. 10,756 population), a maximum D.C.-eligible cost of approximately \$44.6 million could be expected to meet the future increase in needs for service.

The review of the Town's roads needs documented in the Transportation Master Plan (T.M.P.), Active Transportation Master Plan, and capital budget, identified \$54.3 million in gross capital costs for the forecast period. These capital needs include various road construction projects, multi-use pathways and sidewalks, paved shoulders and shared route treatments, illumination, traffic calming and traffic management systems, creek crossing structures, intersection improvements, signalization, and roundabouts. Furthermore, the capital program also includes costs for administration and studies, principal and interest payments related to completed D.C. eligible projects, and outstanding D.C. credit obligations. Recognizing the benefit to existing development, \$9.2 million has been deducted from the growth-related capital needs. Moreover, the Town's Roads D.C. Reserve Fund of \$2.37 reflects funds already collected towards these needs. As a result, approximately \$42.8 million in capital needs has been included in the D.C. calculation.

In the Town's 2013 D.C. Background Study the net growth-related capital costs for Roads Services were allocated between residential and non-residential uses based on the underlying trip-generation and population/employment assumptions over the forecast period to 2031. These assumptions have been updated for the purposes of this study and as such net growth-related costs have been allocated 59% to residential development and 41% to non-residential.

5.2.2 Fire Protection Services

The Town currently has two fire stations, one located in Stouffville (Station 51) and the other located in Ballantrae (Station 52). The new Station 51 headquarters was completed and fully functional in November 2009, totalling approximately 16,600 sq.ft. of space for fire prevention, training, suppression and administration. Station 52 includes 12,000 sq.ft. of space, which includes apparatus bays and support facilities. In total the two facilities supply approximately 28,600 sq.ft. of building space, providing for a per capita average level of service of \$363 per capita.

The fire department also has a current inventory of vehicles and equipment totalling 17 items. These items include an aerial truck, pumper trucks, tanker trucks, rescue vehicles, and training vehicles. The current value of these vehicles is \$7.1 million and provides a historic average level of service of \$170 per capita.

There are currently maintains 90 sets of fire fighter equipment. The total current value of the fire equipment and gear is \$0.7 million and the Town currently has a calculated average level of service of \$18 per capita. In aggregate the maximum D.C. eligible amount that could be included in the calculation of the charge for Fire Services is \$5.9 million.

Based on the draft 2018 Fire Master Plan Update, it is anticipated the Town will move towards a full-time fire service which will require the retro-fit of space at Station 52. The costs for Station 52 conversion (\$925,000) and associated anticipated financing costs have been included in the D.C. calculation. Furthermore, the Town anticipates the need for an assistant Deputy Fire Chief, 2 fire prevention officers, 1 training officer, and 16 additional fire fighters over the forecast period. Four additional vehicles would also be required for the Deputy Fire Chief, fire prevention officers, and training officer.

The gross capital costs for the capital program discussed above are \$2.6 million and are fully attributable to development. Incorporating an unfunded reserve balance of \$2.3 million, a total of \$5.0 million in growth-related Fire Services needs have been included in the calculation of the D.C.

The allocation net growth-related costs for fire protection services between residential and non-residential development is 54% residential and 46% non-residential based on forecast developable land area by development type.

5.2.3 Public Works Services

The Town's Public Works department utilizes 37,020 sq.ft. of facility space and operates a fleet of 70 vehicles and equipment. In this regard, an historical average level of service of \$446 per capita has been provided, resulting in a D.C.-eligible cap of \$4.8 million.

The growth-related vehicle capital needs include a tandem axle truck, contracted plow unit, cargo van, and 3 inspection vehicles. These costs, which total \$876,000 have been allocated between future residential and non-residential development on the basis of incremental population to employment growth over the forecast period (i.e. 69% residential, 31% non-residential).

In addition, the growth share of financing costs for the Operations Centre of \$606,000 have been included. After applying the 10% statutory deduction for the Operation Centre utilized by Leisure Services, the net D.C. eligible costs total \$600,000. Maintaining the same approach used in the Town's 2013 D.C., the costs of the Operation Centre debt have been allocated 69% residential and 31% non-residential for the public works portion of the facility, and 96% residential and 4% non-residential for the leisure services portion of the facility, based on the underlying service allocations.

The above-mentioned D.C. eligible costs total \$1.5 million. After deducting \$697,078 for the existing reserve fund balance, the resulting net capital costs, \$0.8 million have been included in the D.C. calculation.

Infrastructure Costs Covered in the D.C. Calculation – Roads Services

	Increased Service Needs Attributable to Anticipated Development			Gross Capital Cost Estimate (2018\$)	Post Period Benefit	Net Capital Cost	Less:		Potential D.C. Recoverable Cost			
	2018-2031		Timing (year)				Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share	
	From	To										59%
New Construction/Reconstruction												
1	Bethesda Sideroad	Ninth Line	Tenth Line	2022-2023	1,765,500	-	1,765,500	353,100		1,412,400	838,966	573,434
2	Bethesda Sideroad	Highway 48	Ninth Line	2022-2023	1,853,800	-	1,853,800	370,760		1,483,040	880,926	602,114
3	New Connection	Lakeshore Road	Aurora Rd	2019-2020	540,100	-	540,100	108,020		432,080	256,656	175,424
4	Tenth Line	Mantle Avenue	S. Townline	2019-2020	2,490,300	-	2,490,300	498,060		1,992,240	1,183,391	808,849
Multi-use pathways in boulevard												
5	Ninth Line	Millard St	Bayberry St	2020	445,300	-	445,300	222,650		222,650	132,254	90,396
6	Main Street	Tenth Line	Ninth Line		704,400	-	704,400	352,200		352,200	209,207	142,993
7	Main Street	Ninth Line	Sandiford Dr	2020	332,176	-	332,176	166,088		166,088	98,656	67,432
8	Main Street	Sandiford Dr	Highway 48	2020	241,582	-	241,582	120,791		120,791	71,750	49,041
9	Main Street	Tenth Line	York-Durham Line	2021-2022	234,800	-	234,800	117,400		117,400	69,736	47,664
10	Tenth Line	Main St	Forsyth Farm Drive	2019-2020	424,700	-	424,700	212,350		212,350	126,136	86,214
11	Ninth Line	Bayberry St	Bethesda Rd N.	2021	385,070	-	385,070	192,535		192,535	114,366	78,169
12	York-Durham Line	S. Townline	Hoover Park Drive	2022	364,836	-	364,836	182,418		182,418	108,356	74,062
13	York-Durham Line	Hoover Park Dr	Main Street	2022	196,450	-	196,450	98,225		98,225	58,346	39,879
14	Tenth Line	Forsyth Farm Drive	Bethesda Rd N.	2023	343,500	-	343,500	171,750		171,750	102,020	69,731
15	Highway 48	Pine Vista Ave	Ballantrae Rd	2023	1,061,800	-	1,061,800	530,900		530,900	315,355	215,545
Paved Shoulders												
16	Highway 48	S. Townline	Stouffville Rd	2018-2031	224,000	-	224,000	112,000		112,000	66,528	45,472
17	Highway 48	Stouffville Rd	Bethesda Sideroad	2018-2031	276,800	-	276,800	138,400		138,400	82,210	56,190
18	Highway 48	Bethesda Sideroad	Bloomington Rd	2018-2031	276,800	-	276,800	138,400		138,400	82,210	56,190
19	Highway 48	Bloomington Rd	Vandorf Sideroad	2018-2031	276,800	-	276,800	138,400		138,400	82,210	56,190
20	Highway 48	Vandorf Sideroad	Pine Vista Ave	2018-2031	158,200	-	158,200	79,100		79,100	46,985	32,115
21	Highway 48	Ballantrae Rd	St. John's Sideroad	2018-2031	184,600	-	184,600	92,300		92,300	54,826	37,474
22	Highway 48	St. John's Sideroad	Vivian Rd	2018-2031	276,800	-	276,800	138,400		138,400	82,210	56,190
23	Highway 48	Vivian Rd	Davis Dr	2018-2031	276,800	-	276,800	138,400		138,400	82,210	56,190
24	Bethesda Sideroad	Highway 48	Ninth Line	2018-2031	276,800	-	276,800	138,400		138,400	82,210	56,190
25	Bethesda Sideroad	Ninth Line	York-Durham Line	2018-2031	342,800	-	342,800	171,400		171,400	101,812	69,588
26	St. John's Sideroad	Woodbine Ave	Warden Ave	2018-2031	276,800	-	276,800	138,400		138,400	82,210	56,190
27	St. John's Sideroad	Warden Ave	Kennedy Rd	2018-2031	263,600	-	263,600	131,800		131,800	78,289	53,511
28	St. John's Sideroad	Kennedy Rd	McCowan Rd	2018-2031	276,800	-	276,800	138,400		138,400	82,210	56,190
Shared Route Treatments												
29	Bethesda Sideroad	Highway 404	Woodbine Ave	2018-2031	10,000	-	10,000	5,000		5,000	2,970	2,030
30	Bethesda Sideroad	Woodbine Ave	Warden Ave	2018-2031	23,200	-	23,200	11,600		11,600	6,890	4,710
31	Bethesda Sideroad	Warden Ave	Kennedy Rd	2018-2031	22,200	-	22,200	11,100		11,100	6,593	4,507
32	Bethesda Sideroad	Kennedy Rd	McCowan Rd	2018-2031	23,200	-	23,200	11,600		11,600	6,890	4,710
33	Bethesda Sideroad	McCowan Rd	Highway 48	2018-2031	22,200	-	22,200	11,100		11,100	6,593	4,507
34	Vandorf Sideroad	Highway 404	Woodbine Ave	2018-2031	4,400	-	4,400	2,200		2,200	1,307	893
35	Vandorf Sideroad	Woodbine Ave	Warden Ave	2018-2031	23,200	-	23,200	11,600		11,600	6,890	4,710
36	McCowan Rd	Bloomington Rd	Vandorf Sideroad	2018-2031	23,200	-	23,200	11,600		11,600	6,890	4,710
37	McCowan Rd	Vandorf Sideroad	Aurora Rd	2018-2031	23,200	-	23,200	11,600		11,600	6,890	4,710
38	McCowan Rd	Aurora Rd	St. John's Sideroad	2018-2031	23,200	-	23,200	11,600		11,600	6,890	4,710
39	McCowan Rd	St. John's Sideroad	Vivian Rd	2018-2031	23,200	-	23,200	11,600		11,600	6,890	4,710
40	McCowan Rd	Vivian Rd	Davis Dr	2018-2031	23,200	-	23,200	11,600		11,600	6,890	4,710

Infrastructure Costs Covered in the D.C. Calculation – Roads Services (Cont'd)

Item	Increased Service Needs Attributable to Anticipated Development				Gross Capital Cost Estimate (2018\$)	Post Period Benefit	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
	2018-2031		Timing (year)	Benefit to Existing Development				Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 59%	Non-Residential Share 41%	
	From	To										
41	Lakeshore Rd	Highway 48	Ninth Line	2018-2031	27,800	-	27,800	13,900		13,900	8,257	5,643
42	Ninth Line	Aurora Rd	St. John's Sideroad	2018-2031	23,200	-	23,200	11,600		11,600	6,890	4,710
43	Ninth Line	St. John's Sideroad	Vivian Rd	2018-2031	23,200	-	23,200	11,600		11,600	6,890	4,710
44	Multiple Roads (Stouffville Trails Plan)			2018-2031	174,000	-	174,000	87,000		87,000	51,678	35,322
Illumination												
45	Ninth Line	Elm Road	North Limit of Development	2020	258,400	-	258,400	-		258,400	153,490	104,910
46	Highway 48	Ballantrae Rd	Pine Vista Ave	2019	350,000	-	350,000	315,000		35,000	20,790	14,210
47	Highway 48	Bethesda Road	Millard Street	2022	362,400	-	362,400	-		362,400	215,266	147,134
48	Highway 48	Millard Street	Stouffville Rd	2021	164,700	-	164,700	-		164,700	97,832	66,868
49	Ninth Line	S limit of Hamlet of Bloomington	N limit of Hamlet of Bloomington	2020	197,700	-	197,700	177,930		19,770	11,743	8,027
50	Ninth Line	S limit existing Musselman Lake	N limit existing Musselman Lake	2020-2021	494,200	-	494,200	444,780		49,420	29,355	20,065
51	Tenth Line	Mantle Avenue	S. Townline	2020	296,500	-	296,500	-		296,500	176,121	120,379
52	Tenth Line	Main Street	Bethesda Rd N.	2021	658,900	-	658,900	-		658,900	391,387	267,513
53	York-Durham Line	S. Townline	Mantle Avenue	2022	197,700	-	197,700	-		197,700	117,434	80,266
54	York-Durham Line	Mantle Avenue	Hoover Park Drive	2022	131,800	-	131,800	-		131,800	78,289	53,511
55	York-Durham Line	Hoover Park Drive	Main Street	2022	230,600	-	230,600	-		230,600	136,976	93,624
56	York-Durham Line	Main Street	Forsyth Farm Drive	2023	296,500	-	296,500	-		296,500	176,121	120,379
57	York-Durham Line	Forsyth Farm Drive	N Limit of Development (Stouffville)	2025	98,800	-	98,800	-		98,800	58,687	40,113
58	Aurora Road	Grayfield Drive	McFarland St	2019	690,137	-	690,137	621,123		69,014	40,994	28,020
59	Bloomington Road	W limit of Hamlet of Bloomington	E limit of Hamlet of Bloomington	2019-2020	329,500	-	329,500	296,550		32,950	19,572	13,378
Traffic Calming												
60	Hoover Park Drive (mini roundabouts)			2022	489,600	-	489,600	-		489,600	290,822	198,778
61	Millard Street (mini roundabouts)			2022	489,600	-	489,600	-		489,600	290,822	198,778
Intersection improvements												
62	Lakeshore Rd @ Highway 48			2023-2028	153,000	-	153,000	-		153,000	90,882	62,118
Sidewalks												
63	Highway 48	Ballantrae Rd	Savoia Phase 3 entrance	2018	705,300	-	705,300	70,530		634,770	377,053	257,717
64	Highway 48	Millard Street	Stouffville Rd	2021	75,600	-	75,600	7,560		68,040	40,416	27,624
65	Highway 48	Stouffville Rd	Sam's Way	2021	377,800	-	377,800	37,780		340,020	201,972	138,048
66	Ninth Line	S limit of Hamlet of Bloomington	N limit of Hamlet of Bloomington	2020-2021	151,100	-	151,100	135,990		15,110	8,975	6,135
67	Ninth Line	S limit existing Musselman Lake	N limit existing Musselman Lake	2020-2021	377,800	-	377,800	340,020		37,780	22,441	15,339
68	Tenth Line	Hemlock Drive	Forsyth Farm Drive	2020	75,100	-	75,100	67,590		7,510	4,461	3,049
69	Tenth Line	Forsyth Farm Drive	Bethesda Rd N.	2024	165,200	-	165,200	148,680		16,520	9,813	6,707
70	York-Durham Line	S. Townline	Hoover Park Drive	2022	204,200	-	204,200	183,780		20,420	12,129	8,291
71	York-Durham Line	Hoover Park Dr	Main Street	2022	105,100	-	105,100	94,590		10,510	6,243	4,267

Infrastructure Costs Covered in the D.C. Calculation – Roads Services (Cont'd)

	Increased Service Needs Attributable to Anticipated Development			Timing (year)	Gross Capital Cost Estimate (2018\$)	Post Period Benefit	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
	2018-2031		Benefit to Existing Development					Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 59%	Non-Residential Share 41%	
	From	To										
72	Bloomington Road	W limit of Hamlet of Bloomington	E limit of Hamlet of Bloomington	2020-2021	226,700	-	226,700	204,030		22,670	13,466	9,204
73	Downtown Intensification Area	various locations		2021	100,800	-	100,800	90,720		10,080	5,988	4,092
Creek Crossings- Structures												
74	Crossing - Bethesda Rd - Ninth Line to 10th Line			2023	3,300,000	-	3,300,000	-		3,300,000	1,960,200	1,339,800
75	Crossing - Bethesda Rd - Highway 48 to 9th Line			2023	3,300,000	-	3,300,000	-		3,300,000	1,960,200	1,339,800
Storm Water Management Pond												
76	Beltline SWM Pond - NPV of Principal Payments			2018-2023	887,152	-	887,152	-		887,152	526,968	360,184
77	Beltline SWM Pond - NPV of Interest Payments			2018-2023	97,952	-	97,952	-		97,952	58,184	39,769
Signals												
78	Highway 48 / Bethesda Road North Leg			2022	210,000	-	210,000	-		210,000	124,740	85,260
79	Hoover Park/ Mostar			2021	210,000	-	210,000	-		210,000	124,740	85,260
80	(TS27) Tenth Line North / Forsyth Farm Rd			2020	210,000	-	210,000	-		210,000	124,740	85,260
81	(TS28) Regional Road 30 / Hoover Park Drive			2021	210,000	-	210,000	-		210,000	124,740	85,260
Roundabouts												
82	Tenth Line / Street G			2022	919,000	-	919,000	-		919,000	545,886	373,114
Traffic Management Systems												
83	Traffic systems - Arterial roads			2020	177,700	-	177,700	-		177,700	105,554	72,146
84	Traffic Timing System - Other Roads			2020	149,200	-	149,200	-		149,200	88,625	60,575
Administration and Studies												
85	Project management and administration			2018-2031	1,335,570	-	1,335,570	358,296	-	977,274	580,501	396,773
86	Roundabout Screening Policy / Tool and Network Screening Study			2018-2031	56,100	-	56,100	-		56,100	33,323	22,777
87	Bethesda Rd Environmental Assessment- (Ninth to Tenth) 2022			2022	224,400	-	224,400	-		224,400	133,294	91,106
88	Lakeshore Road Environmental Assessment			2018-2031	168,300	-	168,300	-		168,300	99,970	68,330
89	10th Line Improvements and Jog Elimination Environmental Assessment			2018-2031	224,400	-	224,400	-		224,400	133,294	91,106
Other												
90	Main St. - NPV of Principal Payments			2018-2031	1,122,744	-	1,122,744	-		1,122,744	666,910	455,834
91	Main St. - NPV of Interest Payments			2018-2031	812,544	-	812,544	-		812,544	482,651	329,893
92	Owner Const Rds 2011-42-OCP-RD - NPV of Principal Payments			2018-2021	1,865,124	-	1,865,124	-		1,865,124	1,107,884	757,240
93	Owner Const Rds 2011-42-OCP-RD - NPV of Interest Payments			2018-2021	152,879	-	152,879	-		152,879	90,810	62,069
94	Trailbridges (from 2008 D.C. Study) - NPV of Principal Payments			2018-2023	225,810	-	225,810	-		225,810	134,131	91,679
95	Trailbridges (from 2008 D.C. Study) - NPV of Interest Payments			2018-2023	24,932	-	24,932	-		24,932	14,810	10,122
Outstanding DC Credits												
	Road/Stream Crossing Hoover Pk Dr Little Rouge Creek - Project #87				1,484,187	-	1,484,187	-		1,484,187	881,607	602,580
	Highway 48/Hoover Pk Dr Traffic Signals - Project #97				167,625	-	167,625	-		167,625	99,569	68,056
	Highway 48/Sams Way Traffic Signals - Project #98				213,913	-	213,913	-		213,913	127,064	86,849
	Highway 48/Hoover Park South Ph1 Streetlights - Project #119				87,751	-	87,751	-		87,751	52,124	35,627
	Highway 48/Main to Hoover Ph 1 Streetlights - Project #120				40,620	-	40,620	-		40,620	24,128	16,492
	Oversizing Storm Sewers (Mostar site)				87,607	-	87,607	-		87,607	52,038	35,568
	Crossing (RB04) - Baker Hill Drive at Little Rouge Creek (West)				3,300,000	-	3,300,000	-		3,300,000	1,960,200	1,339,800
	Crossing (RB04) - NPV of Anticipated Interest Payments				1,375,349	-	1,375,349	-		1,375,349	816,957	558,392
	Crossing (RB05) - Forsyth Farm Road at Reesor Creek				3,300,000	-	3,300,000	-		3,300,000	1,960,200	1,339,800
	Crossing (RB10) - Baker Hill Drive at Little Rouge Creek (East)				3,300,000	-	3,300,000	-		3,300,000	1,960,200	1,339,800
	Roundabout - Baker Hill Blvd / Ninth Line				492,800	-	492,800	-		492,800	292,723	200,077
	Roundabout - Tenth Line/ Bayers Pond Way				919,000	-	919,000	-		919,000	545,886	373,114
	Reserve Fund Adjustment									(2,373,974)	(1,410,140)	(963,833)
	Total				54,371,909	-	54,371,909	9,232,297	-	42,765,639	25,402,790	17,362,849

Infrastructure Costs Covered in the D.C. Calculation – Fire Protection Services

Prj .No	Increased Service Needs Attributable to Anticipated Development 2018-2031	Timing (year)	Gross Capital Cost Estimate (2018\$)	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 54%	Non-Residential Share 46%
	Fire Stations										
1	Station 52 Conversion	2018-2021	925,000	-		925,000	-		925,000	499,500	425,500
2	Station 52 Financing Costs - NPV of Interest Payments	2021-2031	265,486	-		265,486	-		265,486	143,362	122,123
3	Station 51 Financing Costs (growth share) - NPV of Principal Payments	2018-2031	519,196	-		519,196	-		519,196	280,366	238,830
4	Station 51 Financing Costs (growth share) - NPV of Interest Payments	2018-2031	357,179	-		357,179	-		357,179	192,876	164,302
	Fire Vehicles										
5	NPV of Principal Payments - 100 ft Quint/Platform	2018-2025	217,799	-		217,799	-		217,799	117,611	100,187
6	NPV of Interest Payments - 100 ft Quint/Platform	2018-2025	26,147	-		26,147	-		26,147	14,119	12,028
7	Fire Vehicle - Deputy Chief	2018-2031	65,000	-		65,000	-		65,000	35,100	29,900
8	Fire Vehicle - Fire Prevention Officer (2)	2018-2031	63,600	-		63,600	-		63,600	34,344	29,256
9	Fire Vehicle - Training Officer	2018-2031	31,800	-		31,800	-		31,800	17,172	14,628
	Fire Equipment								-		
10	Assistant Deputy Chief	2018-2020	8,500	-		8,500	-		8,500	4,590	3,910
11	Fire Prevention Officer (2)	2020-2031	16,600	-		16,600	-		16,600	8,964	7,636
12	Training Officer	2018-2023	8,300	-		8,300	-		8,300	4,482	3,818
13	Firefighters (16)	2022-2027	132,800	-		132,800	-		132,800	71,712	61,088
	Reserve Fund Adjustment								2,332,742	1,259,680	1,073,061
	Total		2,637,406	-	-	2,637,406	-	-	4,970,148	2,683,880	2,286,268

Infrastructure Costs Covered in the D.C. Calculation – Public Works Services

Prj. No	Increased Service Needs Attributable to Anticipated Development 2018-2031	Timing (year)	Gross Capital Cost Estimate (2018\$)	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	Subtotal	Other (e.g. 10% Statutory Deduction)	Total	Residential Share	Non-Residential Share
1	Facilities Operations Centre (growth share) - Public Works - NPV of Principal Payments	2018-2031	317,646	-		317,646	-		317,646		317,646	218,693	98,953
2	Operations Centre (growth share) - Public Works - NPV of Interest Payments	2018-2031	229,884	-		229,884	-		229,884		229,884	158,271	71,613
3	Operations Centre (growth share) - P&R - NPV of Principal Payments	2018-2031	34,033	-		34,033	-		34,033	3,403	30,630	29,405	1,225
4	Operations Centre (growth share) - Public P&R - NPV of Interest Payments	2018-2031	24,630	-		24,630	-		24,630	2,463	22,167	21,281	887
5	Vehicles Mobile Debris Vacuum Unit	2020	80,000	-		80,000	-		80,000		80,000	55,078	24,922
6	Loader Mounted Sweeper Attachment	2018	20,000	-		20,000	-		20,000		20,000	13,770	6,230
7	Tandem Axle Truck	2018	332,274	-		332,274	-		332,274		332,274	228,764	103,510
8	Contracted Plow Unit	2018	218,900	-		218,900	-		218,900		218,900	150,708	68,192
9	Cargo Van	2020	65,000	-		65,000	-		65,000		65,000	44,751	20,249
10	Half Ton Pick up Truck	2023	40,000	-		40,000	-		40,000		40,000	27,539	12,461
11	Public Works Inspection Vehicle - Capital Projects (2018	120,000	-		120,000	-		120,000		120,000	82,618	37,382
	Reserve Fund Adjustment								(697,078)		(697,078)	(479,925)	(217,154)
	Total		1,482,368	-	-	1,482,368	-	-	785,289	5,866	779,423	550,953	228,470

5.3 Service Levels and 13-Year Capital Costs for Urban Service Area D.C. Calculation

The Town's current D.C. by-law imposes D.C.s for water and wastewater services uniformly over the municipal serviced area. This D.C. Background Study maintains that policy, imposing the water services on the anticipated developments within Stouffville, Ballantrae/Musselman Lake and Gormley. The wastewater services are imposed for recovery within the Community of Stouffville. GM BluePlan was retained by the Town to review of the water and wastewater services capital needs and update the Town's Water and Wastewater Master Plan. The findings from the on-going Water and Wastewater Master Plan update have been incorporated into this D.C. study.

The anticipated development-related capital requirements for these services have been considered over the 13-year forecast period (2018-2031).

5.3.1 Water Services

The capital needs identified include new watermains, fire protection systems for the Gormley development area, watermain upgrades, and watermain oversizing. The capital needs identified total \$18.0 million. Additional costs included in the calculation of the charge are \$0.4 million for the project management and administration and \$1.4 million in outstanding D.C. credits for works emplaced by developers. Benefit to existing development deductions of \$4.7 million have been made to account for replacement of existing watermains and the non-growth apportionment of project management and administration costs. In addition, deductions have been made for benefit to growth outside the forecast period of \$0.6 million where projects have been explicitly oversized for growth to 2041. Other contributions of \$1.9 million have also been deducted in recognition that only the portion of the local service projects that have been oversized for growth have been included in the calculation of the charge.

After adding \$0.9 million for the reserve fund deficit, \$13.4 million in net growth-related capital costs have been included in the calculation of the charge. These costs have been allocated to residential (73%) and (27%) non-residential based on the design flow assumptions underlying the Town's Master Plan.

5.3.2 Wastewater Services

The capital needs identified include pumping station works, new sanitary sewers, and flow monitoring program. In total, the capital works identified account for \$23.5 million of the anticipated \$24.9 million in gross capital costs. The remaining costs included in

the calculation of the charge are \$0.9 million in outstanding D.C. credits for works emplaced by developers and \$0.6 million for project management and administration costs. The following deductions were applied to the gross capital cost estimates:

- \$0.9 million for post-period benefit where projects were explicitly oversized for growth to 2041;
- \$5.9 million reflective of local service contributions; and
- \$0.4 million for the benefit to existing development.

After adding \$1.28 million for the existing reserve fund deficit, \$18.9 million in total net growth-related capital costs have been included in the calculation of the charge.

These costs have been allocated to residential (74%) and (26%) non-residential based on the design flow assumptions underlying the Town's Master Plan.

Infrastructure Costs Covered in the D.C. Calculation – Water Services

Prj.No	Increased Service Needs Attributable to Anticipated Development		Timing (year)	Gross Capital Cost Estimate (2018\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
	2018-2031							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non-Residential Share 27%
	Project Name	Project Description										
W01	Bethesda Side Road #1	New 300 mm diameter watermain along Bethesda Side Road from Ninth Line to W10. Two creek crossings.	2023	1,806,000	-	-	1,806,000	-	-	1,806,000	1,322,080	483,920
W02	Bethesda Side Road #2	New 300 mm diameter watermain along Bethesda Side Road from W10 to W09	2023	396,000	-	-	396,000	-	-	396,000	289,891	106,109
W03	Bethesda Side Road #3	New 300 mm diameter watermain along Bethesda Side Road from W09 to W08	2023	661,000	-	-	661,000	-	-	661,000	483,884	177,116
W04	Hwy 48 #1	New 300 mm diameter watermain along Hwy 48 from Main Street to Hoover Park Drive. One creek crossing	2021-2026	1,693,000	-	-	1,693,000	-	-	1,693,000	1,239,359	453,641
W05	PRV Hwy 48	New Zone 2/3 PRV along Hwy 48, south of Main Street. Exact location to be determined.	2021-2026	69,000	-	-	69,000	-	-	69,000	50,511	18,489
W06	York Durham Line #1	New 300 mm diameter watermain along Main Street and York Durham Line, from Stouffville Well 1&2 to Loretta Crescent. Potential issues with groundwater during construction based on historical construction in this area	2019	703,000	-	-	703,000	351,500	-	351,500	257,315	94,185
W07	York Durham Line #2	New 200 mm diameter watermain along York Durham Line, between Bethesda Side Road and Main Street	2020-2022	570,000	-	-	570,000	-	-	570,000	417,268	152,732
W08	Bethesda Side Road #4	New 300 mm diameter watermain along Bethesda Side Road from W01 to Hwy 48	2023	320,000	-	-	320,000	160,000	-	160,000	117,128	42,872
W20	Future Road #13	New 300 mm diameter watermain along future road in northeast corner of Stouffville, connecting W34 to Ninth Line	2019	905,000	86,400	-	818,600	181,000	556,800	80,800	59,150	21,650
W21	PRV Future Road	New Zone 1/2 PRV along W20. Exact location to be determined.	2022-2025	69,000	-	-	69,000	13,800	-	55,200	40,409	14,791
W22	Main Street	300 mm watermain upgrade along Main Street from Ninth Line to Park Drive. One railway and one creek crossing.	2019-2020	1,880,000	-	-	1,880,000	940,000	-	940,000	688,126	251,874
W23	Second Street	200 mm watermain upgrade along Second Street from Ninth Line to Albert Street.	2019-2024	399,000	-	-	399,000	199,500	-	199,500	146,044	53,456
W24	Commercial Street	150 mm watermain upgrade along Commercial Street from Church Street North to Mill Street	2019-2024	148,000	-	-	148,000	74,000	-	74,000	54,172	19,828
W25	Church Street North	200 mm watermain upgrade along Church Street North from Main Street to Warniner Street	2019-2024	321,000	-	-	321,000	160,500	-	160,500	117,494	43,006
W26	O'Brien Avenue	150 mm watermain upgrade along O'Brien Avenue from Main Street to Burkholder Street	2019-2024	235,000	-	-	235,000	117,500	-	117,500	86,016	31,484
W27	Lloyd Street	150 mm watermain upgrade along Lloyd Street from Main Street to Rose Avenue	2019-2024	377,000	-	-	377,000	188,500	-	188,500	137,991	50,509
W28	Orchard Park Boulevard	200 mm watermain upgrade along Orchard Park Boulevard from Main Street to Sunset Boulevard	2019-2024	231,000	-	-	231,000	115,500	-	115,500	84,552	30,948
W29	PRV Millard Street	New Zone 1/2 PRV along Millard Street. Exact location to be determined.	2019	69,000	-	-	69,000	34,500	-	34,500	25,256	9,244
W31	Mill Street	200 mm watermain upgrade along Mill Street from Main Street to Freel Lane	2019-2024	119,000	-	-	119,000	59,500	-	59,500	43,557	15,943
W34	Future Road #15	New 300 mm diameter watermain along future road in northeast corner of Stouffville, connecting W19 to W20. One railway crossing and one creek crossing.	2020-2022	2,104,000	534,000	-	1,570,000	-	1,397,000	173,000	126,644	46,356
W35	Lakeshore/Ninth	New 300 mm diameter watermain (tinned) along Ninth Line and Lakeshore Road from Musselman's Lake Elevated Tank to Connor Drive	2019-2024	2,760,000	-	-	2,760,000	1,380,000	-	1,380,000	1,010,228	369,772
W36	HWY 48 #2	New 300 mm diameter watermain along Hwy 48	2023	784,000	-	-	784,000	392,000	-	392,000	286,963	105,037
W38	York Durham Line #3	New 200 mm diameter watermain along York Durham Line, between Bethesda Side Road and Main Street	2020-2022	304,000	-	-	304,000	-	-	304,000	222,543	81,457
W39	Gormley Fire Protection	New 300 mm diameter fire protection watermain on Stouffville Road from Union Street west (347m)	2022	486,000	-	-	486,000	111,780	-	374,220	273,947	100,273
W40	Gormley Fire Protection	New 300 mm diameter fire protection watermain on Union Street from Stouffville Street south (453 m)	2022	630,000	-	-	630,000	144,900	-	485,100	355,117	129,983
	Project Management and Administration		2018-2031	376,267	12,941	-	363,326	96,460	-	266,866	195,359	71,507
	Outstanding DC Credits											
	Well & Pump, Storage Tank & High Lift Pumps-(Rice Gormley Well Site)			1,111,268			1,111,268			1,111,268	813,502	297,765
	Oversizing Baker Hill Watermain 400mm Main to Tovtel			97,924			97,924			97,924	71,685	26,239
	W54 (New 400 mm diameter watermain on Baker Hill Blvd from Millard St to 240 m north of Millard St (Oversizing only))			164,295			164,295			164,295	120,272	44,023
	Reserve Fund Adjustment			-	-	-	-			921,539	674,612	246,927
	Total			19,788,754	633,341	-	19,155,413	4,720,940	1,953,800	13,402,212	9,811,075	3,591,137

Infrastructure Costs Covered in the D.C. Calculation – Wastewater Services

Prj.No	Increased Service Needs Attributable to Anticipated Development		Timing (year)	Gross Capital Cost Estimate (2018\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
	2018-2031	2018-2031						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
	Project Name	Project Description								74%	26%	
WW03	New SW Sanitary Pumping Station	40 L/s New SPS south of Sam's Way to existing Rougeview SPS forcemain	2022-2026	1,687,000	-	-	1,687,000	-	-	1,687,000	1,245,667	441,333
WW04	New SW Forcemain	250mm forcemain from New SPS south of Sam's Way to existing Rougeview SPS forcemain	2022-2026	803,000	-	-	803,000	-	-	803,000	592,929	210,071
WW06	Subtrunk 2 (Part 1 of 2)	450mm sewer of future road (Subtrunk 2)	2019	1,294,000	-	-	1,294,000	-	1,143,000	151,000	111,497	39,503
WW08	Subtrunk 1 Extension (Part 1 of 6)	600mm sewer on York/Durham Line from the existing subtrunk 1 sewer north of Hoover Park Drive to Main Street	2019	4,917,000	-	-	4,917,000	-	-	4,917,000	3,630,674	1,286,326
WW09	Subtrunk 1 Extension (Part 2 of 6)	450mm sewer on York/Durham Line from Main Street to the north limit of CamFella development	2019	2,923,000	-	-	2,923,000	-	-	2,923,000	2,158,320	764,680
WW10	Subtrunk 1 Extension (Part 3 of 6)	450mm sewer on York/Durham Line from the north limit of CamFella development to Forsyth Farm Drive	2018-2021	1,000,000	-	-	1,000,000	-	-	1,000,000	738,392	261,608
WW11	Subtrunk 1 Extension (Part 4 of 6)	450mm sewer on Forsyth Farm Drive from York/Durham Line to Keeler Avenue	2018-2021	3,414,000	576,000	-	2,838,000	-	2,582,000	256,000	189,028	66,972
WW12	Subtrunk 1 Extension (Part 5 of 6)	450mm sewer on Keeler Avenue from Forsyth Farm Drive to the connection to subtrunk 15 on future road to the north	2019-2021	773,000	27,000	-	746,000	-	724,000	22,000	16,245	5,755
WW16	Subtrunk 3 Extension	300mm sewer from the existing subtrunk 3 sewer north of Greenwood Road to the north side of the Go Transit Railway	2020-2022	1,109,000	-	-	1,109,000	-	-	1,109,000	818,877	290,123
WW18	Subtrunk 18	200mm sewer on Bethesda Road from future sewer to the west of the creek (Subtrunk 18)	2023	686,000	-	-	686,000	-	-	686,000	506,537	179,463
WW19	Subtrunk 10 Extension	450mm sewer on Baker Hill Road from the existing subtrunk 10 sewer on Baker Hill Road to West Lawn Crescent	2019	576,000	-	-	576,000	-	496,000	80,000	59,071	20,929
WW20	Subtrunk 10 Extension	450mm sewer on Ninth Line from Baker Hill Road to future road south of Bethesda Road	2019	2,135,000	146,000	-	1,989,000	-	-	1,989,000	1,468,662	520,338
WW21	Subtrunk 10 Extension	450mm sewer on future road south of Bethesda Road east of Ninth Line	2019	1,004,000	82,000	-	922,000	-	866,000	56,000	41,350	14,650
WW24	Rougeview SPS Decommission	Rougeview Sanitary Pumping Station Decommission	2022-2026	50,000	-	-	50,000	-	-	50,000	36,920	13,080
WW27	Subtrunk 10 Extension	450mm sewer on Baker Hill Road - Creek Crossing	2019	587,000	44,000	-	543,000	146,750	-	396,250	292,588	103,662
WW31	Flow Monitoring	Flow Monitoring Program (5 years)	2019-2023	500,000	-	-	500,000	250,000	-	250,000	184,598	65,402
	Project Management and Administration		2018-2031	589,064	21,972	-	567,091	9,963	145,922	411,206	303,631	107,575
	Outstanding DC Credits											
	SW Forcemain - Project #1			28,514	-	-	28,514	-	-	28,514	21,055	7,460
	S06 (New 375 mm diameter sewermain on Ninth Line from 240 north of Baker Hill Blvd to Baker Hill Blvd)			390,348	-	-	390,348	-	-	390,348	288,230	102,118
	S07 (New 450/525 mm sewermain on Baker Hill Blvd north east on future road alignment (Oversizing only))			212,372	-	-	212,372	-	-	212,372	156,814	55,558
	S08 sanitary sewer			259,275	-	-	259,275	-	-	259,275	191,447	67,828
	Reserve Fund Adjustment			-	-	-	-	-	-	1,275,341	941,702	333,639
	Total	Total		24,937,573	896,972	-	24,040,600	406,713	5,956,922	18,952,306	13,994,233	4,958,073

6. D.C. Calculation

Tables 6-1 to 6-4 present the D.C. calculation for the growth-related capital costs identified in Chapter 5. Table 6-1 presents the calculation of the D.C.s for Town-wide services over the 10-year planning horizon (i.e. 2018-2027). Table 6-2 presents the D.C. calculation for services provided on a Town-wide basis over the 13-year period (i.e. 2018-2031), Table 6-3 presents the calculation of the D.C.s for area-specific D.C. calculation for water services over the 13-year planning horizon (i.e. 2018-2031) and Table 6-4 presents the calculation of the D.C.s for area-specific D.C. calculation for wastewater services over the 13-year planning horizon (i.e. 2018-2031).

The D.C. calculation has been undertaken on an average cost basis, whereby the calculated charge seeks to recover the total costs from the anticipated development over the planning period. Additional financing costs related to potential shortfalls in D.C. reserve funds due to the timing of capital needs and development have not been considered unless specifically identified in the respective capital programs (e.g. Leisure Services, Fire Services, and Roads Services). For the residential calculations, charges are calculated on a single detached unit equivalent basis and converted to four forms of dwelling unit types (single and semi-detached, apartments 2 bedrooms and larger, bachelor and 1-bedroom apartments, and other multiples). The non-residential D.C. has been calculated uniformly on a per sq.ft. of G.F.A. basis.

Table 6-5 summarizes the schedule of charges reflecting the maximum D.C.s by residential dwelling type, and per sq.ft. of G.F.A. for non-residential development. Table 6-6 compares the Town's existing charges to the charges proposed herein, for a single detached residential dwelling unit and per sq.ft. of G.F.A. for non-residential development. The calculated charges for a fully service single detached residential dwelling unit are \$21,603 and this represents an increase of \$7,203 per unit or an increase of 50% over the current rates. Similarly, the calculated charge per sq.ft. of non-residential G.F.A. in fully serviced areas is \$6.18 and represents an increase of \$1.87 per sq.ft. or 43% over current rates.

**Table 6-1
Municipal-wide Services D.C. Calculation
2018-2027**

SERVICE	2018\$ D.C.-Eligible Cost		2018\$ D.C.-Eligible Cost	
	Residential	Non-Residential	SDU	per ft ²
	\$	\$	\$	\$
1. Leisure Services	33,503,559	1,289,730	8,439	0.27
2. Library Services	3,441,029	181,107	867	0.04
3. By-Law Enforcement Services	31,502	11,068	8	0.00
4. Administration Studies	2,359,642	1,215,573	594	0.26
TOTAL	\$39,335,732	\$2,697,478	\$9,908	0.57
D.C.-Eligible Capital Cost	\$39,335,732	\$2,697,478		
10-Year Gross Population/GFA Growth (sq.ft.)	12,728	4,758,800		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$3,090.49	\$0.57		
<u>By Residential Unit Type</u>	<u>P.P.U.</u>			
Single and Semi-Detached Dwelling	3.21	\$9,908		
Apartments - 2 Bedrooms +	2.09	\$6,450		
Apartments - Bachelor and 1 Bedroom	1.43	\$4,419		
Other Multiples	2.55	\$7,887		

**Table 6-2
Municipal-wide Services D.C. Calculation
2018-2031**

SERVICE	2018\$ D.C.-Eligible Cost		2018\$ D.C.-Eligible Cost	
	Residential	Non-Residential	SDU	per ft ²
	\$	\$	\$	\$
5. Roads Services	25,402,790	17,362,849	5,548	3.01
6. Fire Protection Services	2,683,880	2,286,268	586	0.40
7. Public Works Services	550,711	228,712	120	0.04
TOTAL	\$28,637,380	\$19,877,830	\$6,254	3.45
D.C.-Eligible Capital Cost	\$28,637,380	\$19,877,830		
20-Year Gross Population/GFA Growth (sq.ft.)	14,677	5,768,900		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$1,951.17	\$3.45		
<u>By Residential Unit Type</u>	<u>P.P.U.</u>			
Single and Semi-Detached Dwelling	3.21	\$6,255		
Apartments - 2 Bedrooms +	2.09	\$4,072		
Apartments - Bachelor and 1 Bedroom	1.43	\$2,790		
Other Multiples	2.55	\$4,979		

**Table 6-3
Water Serviced Area D.C. Calculation
2018-2031**

SERVICE	2018\$ D.C.-Eligible Cost		2018\$ D.C.-Eligible Cost	
	Residential	Non-Residential	SDU	per ft ²
	\$	\$	\$	\$
8. Water Services	9,811,075	3,591,137	2,202	0.81
TOTAL	\$9,811,075	\$3,591,137	\$2,202	0.81
D.C.-Eligible Capital Cost	\$9,811,075	\$3,591,137		
Buildout Gross Population/GFA Growth (sq.ft.)	14,282	4,416,200		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$686.95	\$0.81		
By Residential Unit Type	P.P.U.			
Single and Semi-Detached Dwelling	3.21	\$2,202		
Apartments - 2 Bedrooms +	2.09	\$1,434		
Apartments - Bachelor and 1 Bedroom	1.43	\$982		
Other Multiples	2.55	\$1,753		

**Table 6-4
Wastewater Serviced Area D.C. Calculation
2018-2031**

SERVICE	2018\$ D.C.-Eligible Cost		2018\$ D.C.-Eligible Cost	
	Residential	Non-Residential	SDU	per ft ²
	\$	\$	\$	\$
9. Wastewater Services	13,994,233	4,958,073	3,239	1.35
TOTAL	\$13,994,233	\$4,958,073	\$3,239	1.35
D.C.-Eligible Capital Cost	\$13,994,233	\$4,958,073		
Buildout Gross Population/GFA Growth (sq.ft.)	13,853	3,659,300		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$1,010.20	\$1.35		
By Residential Unit Type	P.P.U.			
Single and Semi-Detached Dwelling	3.21	\$3,239		
Apartments - 2 Bedrooms +	2.09	\$2,108		
Apartments - Bachelor and 1 Bedroom	1.43	\$1,445		
Other Multiples	2.55	\$2,578		

**Table 6-5
Schedule of Calculated D.C.s**

Service	RESIDENTIAL				NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Other Multiples	(per sq.ft. of Gross Floor Area)
Municipal Wide Services:					
Roads Services	5,548	3,612	2,475	4,416	3.01
Fire Protection Services	586	381	261	466	0.40
Public Works Services	120	78	54	96	0.04
Leisure Services	8,439	5,493	3,764	6,717	0.27
Library Services	867	564	387	690	0.04
By-Law Enforcement Services	8	5	4	6	0.00
Administration Studies	594	387	265	473	0.26
Total Municipal Wide Services	16,162	10,520	7,210	12,864	4.02
Urban Services					
Wastewater Services	3,239	2,108	1,445	2,578	1.35
Water Services	2,202	1,433	982	1,753	0.81
Total Urban Services	5,441	3,541	2,427	4,331	2.16
GRAND TOTAL RURAL AREA	16,162	10,520	7,210	12,864	4.02
URBAN SERVICED AREAS					
GRAND TOTAL WASTEWATER SERVICED AREAS	19,401	12,628	8,655	15,442	5.37
GRAND TOTAL WATER SERVICES SERVICED AREAS	18,364	11,953	8,192	14,617	4.83
GRAND TOTAL WATER AND WASTEWATER SERVICED AREAS	21,603	14,061	9,637	17,195	6.18

**Table 6-6
Comparison of Current and Calculated D.C.s**

Service	Residential (Single Detached) Comparison				Non-Residential (per sq.ft.) Comparison			
	Current	Calculated	Difference		Current	Calculated	Difference	
			\$	%			\$	%
Municipal Wide Services:								
Roads Services	3,294	5,548	2,254	68%	2.41	3.01	0.60	25%
Fire Protection Services	532	586	54	10%	0.40	0.40	-	0%
Public Works Services	531	120	(411)	-77%	0.19	0.04	(0.15)	-79%
Leisure Services	6,624	8,439	1,815	27%	0.36	0.27	(0.09)	-24%
Library Services	672	867	195	29%	0.05	0.04	(0.01)	-23%
By-Law Enforcement Services	-	8	8	0%	-	0.00	0.00	0%
Administration Studies	185	594	409	221%	0.08	0.26	0.18	221%
Total Municipal Wide Services	11,838	16,162	4,324	37%	3.49	4.02	0.53	15%
Area Specific Services:								
Wastewater Services	1,068	3,239	2,171	203%	0.35	1.35	1.00	286%
Water Services	1,494	2,202	708	47%	0.47	0.81	0.34	72%
Total Area Specific Services	2,562	5,441	2,879	112%	0.82	2.16	1.34	163%
Grand Total - Urban Area	14,400	21,603	7,203	50%	4.31	6.18	1.87	43%

leaving discretion to individual municipalities as to how they plan for the long-term replacement of their assets. The Town has undertaken an A.M.P dated December 13, 2013. Although, the A.M.P. addresses the asset categories that are included in the capital forecast needs of the D.C. Background Study, the A.M.P. identifies the funding gap at a high level and does not include a detailed financing strategy. Furthermore, the A.M.P. does not address the impact of growth related assets. As a result, the asset management requirement for this D.C. Background Study must be undertaken in the absence of this information. The Town is currently undertaking a Comprehensive A.M.P. which will include the growth-related capital assets identified in the D.C. Background Study and will update the analysis contained herein.

In recognition to the schematic in Section 8.1, the following table (presented in 2018\$) 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. Furthermore, as only the present infrastructure gap been considered at this time within the A.M.P., 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 which will require financing from Town 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 2018 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 \$15.3 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 \$12.3 million. This amount, totalled with the existing operating revenues of \$80.4 million, provide annual revenues of \$92.7 million by the end of the period.
6. In consideration of the above, the capital plan is deemed to be financially sustainable.

Table 8-1
Town of Whitchurch-Stouffville
Asset Management – Future Expenditures and Associated Revenues (2018\$)

	Sub-Total	2031 (Total)
Expenditures (Annualized)		
Annual Debt Payment on Non-Growth Related Capital ¹ (2014 D.C. and 2016 updates)		2,442,066
Annual Debt Payment on Post Period Capital ²		396,390
Lifecycle:		
Annual Lifecycle - Town Wide Services	\$4,618,335	
Annual Lifecycle - Area Specific Services ³	\$1,989,320	
Sub-Total - Annual Lifecycle	\$6,607,655	\$6,607,655
Incremental Operating Costs (for D.C. Services)		\$6,285,702
Total Expenditures		\$15,335,422
Revenue (Annualized)		
Total Existing Revenue ⁴		\$80,417,053
Incremental Tax and Non-Tax Revenue (User Fees, Fines, Licences, etc.)		\$12,275,285
Total Revenues		\$92,692,338

¹ Non-Growth Related component of Projects including 10% mandatory deduction on soft services

² Interim Debt Financing for Post Period Benefit

³ All area-specific infrastructure costs have been included

⁴ As per Sch. 10 of FIR

Appendix B – Level of Service

Service: Fire Facilities
 Unit Measure: ft² of building area

Description	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 Bld'g Value (\$/sq.ft.)	Value/ft ² with land, site works, etc.
Stouffville Fire Dept. (Station 51)	7,100	7,100	16,626	16,626	16,626	16,626	16,626	16,626	16,626	16,626	\$401	\$535
Ballantrae Fire Dept. (Station 52)	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	\$405	\$540
Total	19,100	19,100	28,626	28,626	28,626	28,626	28,626	28,626	28,626	28,626		

Population	30,527	32,895	35,262	37,628	39,285	40,942	42,598	44,255	45,837	46,909
Per Capita Standard	0.6257	0.5806	0.8118	0.7608	0.7287	0.6992	0.6720	0.6468	0.6245	0.6102

10 Year Average	2008-2017
Quantity Standard	0.6760
Quality Standard	537
Service Standard	\$363

D.C. Amount (before deductions)	13 Year
Forecast Population	10,756
\$ per Capita	\$363
Eligible Amount	\$3,906,794

Service: Fire Vehicles
 Unit Measure: No. of vehicles

Description	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 Value (\$/Vehicle)
2007 Spartan Pumper Rescue (511)	1	1	1	1	1	1	1	1	1	1	\$672,000
2008 Spartan Pumper Rescue (521)	1	1	1	1	1	1	1	1	1	1	\$672,000
2008 Spartan Pumper Tanker (514)	1	1	1	1	1	1	1	1	1	1	\$800,000
1993 E-One Aerial (516)	1	1	1	1	1	1	1	1		-	\$940,000
2012 Freightliner Pumper/Tanker (525)	1	1	1	1	1	1	1	1	1	1	\$800,000
2016 Pumper Fire Truck	1	1	1	1	1	1	1	1	1	1	\$800,000
2005 Freightliner Pumper Tanker (524)	1	1	1	1	1	1	1	1	1	1	\$800,000
2015 Ford Expedition CH52	1	1	1	1	1	1	1	1	1	1	\$65,000
2016 Dodge Caravan FP1	1	1	1	1	1	1	1	1	1	1	\$31,800
2015 Ford Expedition CH51	1	1	1	1	1	1	1	1	1	1	\$65,000
2016 Polaris Ranger and Neo Trailer	1	1	1	1	1	1	1	1	1	1	\$45,000
2011 Sierra Pickup (520)	1	1	1	1	1	1	1	1	1	1	\$50,700
2008 Spartan Heavy Rescue (519)	1	1	1	1	1	1	1	1	1	1	\$672,000
2016 Dodge Caravan FP2	1	1	1	1	1	1	1	1	1	1	\$31,800
2010 Chevrolet Sierra (510) - Training Officer Vehicle	-	-	1	1	1	1	1	1	1	1	\$50,700
2016 100 ft Quint/Platform	-	-	-	-	-	-	-	-	1	1	\$1,439,140
2016 Dodge Caravan FP3	-	-	-	-	-	-	-	-	1	1	\$31,800
2013 Chevrolet 2500 5101	-	-	-	-	-	1	1	1	1	1	\$50,700
Total	14	14	15	15	15	16	16	16	17	17	

Population	30,527	32,895	35,262	37,628	39,285	40,942	42,598	44,255	45,837	46,909
Per Capita Standard (per 1,000)	0.4586	0.4256	0.4254	0.3986	0.3818	0.3908	0.3756	0.3615	0.3709	0.3624

10 Year Average	2008-2017
Quantity Standard (per 1,000)	0.3951
Quality Standard	429,284
Service Standard	\$170

D.C. Amount (before deductions)	13 Year
Forecast Population	10,756
\$ per Capita	\$170
Eligible Amount	\$1,824,325

Service: Fire Small Equipment and Gear
 Unit Measure: No. of equipment and gear

Description	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 Value (\$/item)
Fire Fighter Equipment											
Station 51											
Volunteer	30	30	30	30	30	30	30	30	30	30	\$8,300
Full Time	7	10	15	15	16	16	16	16	16	16	\$8,300
Station 52											
Volunteer	20	20	20	30	30	30	30	30	30	30	\$8,300
Full Time	7	7	7	7	8	8	8	8	8	8	\$8,300
Training Officer	-	-	-	-	1	1	1	1	1	1	\$8,300
Fire Prevention Officers	2	2	2	2	2	2	2	2	3	3	\$8,300
Fire Chief	1	1	1	1	1	1	1	1	1	1	\$8,500
Deputy Fire Chief	1	1	1	1	1	1	1	1	1	1	\$8,500
Assistant Deputy Fire Chief	-	-	-	1	1	-	-	-	-	-	\$8,500
Total	68	71	76	87	90	89	89	89	90	90	

Population	30,527	32,895	35,262	37,628	39,285	40,942	42,598	44,255	45,837	46,909
Per Capita Standard (per 1,000)	2.2275	2.1584	2.1553	2.3121	2.2910	2.1738	2.0893	2.0111	1.9635	1.9186

10 Year Average	2008-2017
Quantity Standard	2.1301
Quality Standard	8,305
Service Standard	\$18

D.C. Amount (before deductions)	13 Year
Forecast Population	10,756
\$ per Capita	\$18
Eligible Amount	\$190,274

Service: Roads Services
 Unit Measure: km of roadways

Description	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 Value (\$/km)
Collectors - Rural kilometers											
2 lane	10	10	10	10	10	10	10	10	10	10	\$965,600
3 lane	-	-	-	-	-	-	-	-	-	-	
Collectors - Urban kilometers											
2 lane	4	4	4	4	4	17	17	17	17	17	\$1,783,500
3 lane	-	-	-	-	-	2	2	2	2	2	\$1,906,539
Arterial - Rural Kilometers											
2 lane	66	66	66	66	66	66	66	66	66	66	\$1,453,100
3 lane	-	-	-	-	-	-	-	-	-	-	
Arterial - Urban Kilometers											
2 lane	5	5	5	5	5	5	5	5	5	5	\$2,048,200
3 lane	2	2	2	2	2	2	2	2	2	2	\$2,189,500
Total	86	86	86	86	86	102	102	102	102	102	

Population	30,527	32,895	35,262	37,628	39,285	40,942	42,598	44,255	45,837	46,909
Per Capita Standard (per 1,000)	2.8226	2.6194	2.4436	2.2899	2.1933	2.4940	2.3971	2.3073	2.2277	2.1768

10 Year Average	2008-2017
Quantity Standard (per 1,000)	2.3972
Quality Standard	1,483,689
Service Standard	\$3,557

D.C. Amount (before deductions)	13 Year
Forecast Population	10,756
\$ per Capita	\$3,557
Eligible Amount	\$38,255,865

Service: Public Works Facilities
 Unit Measure: ft² of building area

Description	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 Bld'g Value (\$/sq.ft.)	Value/ft² with land, site works, etc.
M.T.O Yard	4,000	4,000	-	-	-						\$405	\$519
Vandorf Depot	5,775	5,775	-	-	-						\$181	\$272
Storage Trailer Containers (4)	725	725	-	-	-						\$20	\$94
Salt Storage Facility	1,600	1,600	-	-	-						\$22	\$97
Rental Trailer	250	250	-	-	-						\$48	\$125
Parks Depot	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	\$405	\$519
New Public Works Facility (Operations Centre)	-	-	30,520	30,520	30,520	30,520	30,520	30,520	30,520	30,520	\$309	\$413
Steels Parks Shop (Bethesda)	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	\$139	\$226
Total	18,850	18,850	37,020	37,020	37,020	37,020	37,020	37,020	37,020	37,020		

Population	30,527	32,895	35,262	37,628	39,285	40,942	42,598	44,255	45,837	46,909
Per Capita Standard	0.6175	0.5730	1.0499	0.9838	0.9423	0.9042	0.8691	0.8365	0.8076	0.7892

10 Year Average	2008-2017
Quantity Standard	0.8373
Quality Standard	394
Service Standard	\$330

D.C. Amount (before deductions)	13 Year
Forecast Population	10,756
\$ per Capita	\$330
Eligible Amount	\$3,545,070

Service: Public Works Rolling Stock
 Unit Measure: No. of vehicles and equipment

Description	No.	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 Value (\$/Vehicle)
VEHICLES - Public Works												
2011 New Holland -B95B	7-92	1	1	1	1	1	1	1	1	1	1	\$92,100
2004 Freightliner FL80 5-ton Dump & Plow	7-06	1	1	1	1	1	1	1	1	1	1	\$220,200
2013 International 7400 SBA 4x2	7-93	1	1	1	1	1	1	1	1	1	1	\$202,100
2010 GMC Sierra Extended Cab	7-88	1	1	1	1	1	1	1	1	1	1	\$40,000
2009 International Model 7400 SBA 4X2	7-67	1	1	1	1	1	1	1	1	1	1	\$220,400
2011 Freightliner - M2 - 112V	7-89	1	1	1	1	1	1	1	1	1	1	\$285,900
2000 Chevrolet 2500CK 3/4-ton Plow	7-19	1	-	-	-	-	-	-	-	-	-	\$47,700
1999 GMC Silverado 1/2-ton pick-up	7-24	1	-	-	-	-	-	-	-	-	-	\$40,000
2009 John Deere Tractor & Mower	7-77	1	1	1	1	1	1	1	1	1	1	\$104,300
2008 Freightliner - M2 Tandem Axle	7-68	1	1	1	1	1	1	1	1	1	1	\$285,900
2006 International 7400 5-ton Dump & Plow	7-57	1	1	1	1	1	1	1	1	1	1	\$238,200
2015 Ram 3500 (replace 7-59)	15-134	1	1	1	1	1	1	1	1	1	1	\$52,100
2015 Ram 1500 (replace 7-60)	15-133	1	1	1	1	1	1	1	1	1	1	\$40,000
2016 Chevrolet Silverado 1500 Regular Cab (replace 7-69)	16-151	1	1	1	1	1	1	1	1	1	1	\$40,000
2007 New Holland W130TC Front-end Loader	7-64	1	1	1	1	1	1	1	1	1	1	\$119,100
2016 Ram 3500 (replace 7-65)	16-149	1	1	1	1	1	1	1	1	1	1	\$52,400
2017 Chevrolet Silverado 1500 Crew Cab (replace 16-150 and 7-71)	17-158	1	1	1	1	1	1	1	1	1	1	\$40,000
2008 Dodge Ram 3/4-ton Quad Cab	7-72	1	1	1	1	1	1	1	1	1	1	\$47,700
2012 Thompson Steam Generator (new)	7-126	-	-	-	-	1	1	1	1	1	1	\$40,000
2014 Ram 1500 (new)	14-127	-	-	-	-	-	-	1	1	1	1	\$52,400
2014 Ram Promaster 2500 Cargo Van (new)	14-130	-	-	-	-	-	-	1	1	1	1	\$47,700
2014 Ram 5500 (new)	14-131	-	-	-	-	-	-	1	1	1	1	\$61,900
2016 Chevrolet Silverado 2500 Ext Cab (new)	16-152	-	-	-	-	-	-	-	-	1	1	\$40,000
2017 Chevrolet Silverado 1500 Crew Cab (new)	17-159	-	-	-	-	-	-	-	-	-	1	\$52,400
VEHICLES - Water/Wastewater												
2006 Ford F-350 Waterworks Cube Van	7-61	1	1	1	1	1	1		-	-	-	\$65,000
2009 Chevrolet Uplander - Wastewater Van	7-73	-	1	1	1	1	1	1	1	1	1	\$35,800
VEHICLES - Contract Plow Units												
Tandem Axle Truck (Unit #1)		1	1	1	1	1	1	1	1	1	1	\$250,000
Tandem Axle Truck (Unit #2)		1	1	1	1	1	1	1	1	1	1	\$250,000
Tandem Axle Truck (Unit #3)		1	1	1	1	1	1	1	1	1	1	\$250,000
Tandem Axle Truck (Unit #4)		1	1	1	1	1	1	1	1	1	1	\$220,200
Single Axle Truck (Unit #5)		1	1	1	1	1	1	1	1	1	1	\$220,200
Single Axle Truck (Unit #6)		1	1	1	1	1	1	1	1	1	1	\$220,200
Single Axle Truck (Unit #7)		1	1	1	1	1	1	1	1	1	1	\$220,200
Single Axle Truck (Unit #8)		1	1	1	1	1	1	1	1	1	1	\$220,200

Description	No.	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 Value (\$/Vehicle)
EQUIPMENT												
1983 Thompson Steam Generator	7-17	1	1	1	1	1	1	1	1	1	1	\$12,600
1993 Ingersoll Plate Tamper	7-29	1	1	1	1	1	1	1	1	1	1	\$4,300
1992 Rigid-Kollman Electric Sewer Rodding Machine	7-30	1	1	1	1	1	1	1	1	1	1	\$6,700
1966 Midland Trash Pump		1	1	-	-	-	-	-	-	-	-	\$5,100
1998 Husquvarna Gas Chainsaw	7-32	1	1	1	1	1	1	1	1	1	-	\$5,100
1992 Husquvarna Gas Chainsaw		1	1	-	-	-	-	-	-	-	-	\$5,100
Homelite Diagphram Pump		1	1	-	-	-	-	-	-	-	-	\$5,100
1993 Honda Trash Pump	7-36	1	1	1	1	1	1	1	1	1	-	\$3,000
Giant Leaf Vacuum		1	1	-	-	-	-	-	-	-	-	\$24,700
Homelite 2-cycle Pump		1	1	-	-	-	-	-	-	-	-	\$5,100
1991 Honda Pump, 4-cycle		1	1	-	-	-	-	-	-	-	-	\$3,000
1992 Electric Submersible Pump	7-41	1	1	1	1	1	1	1	1	1	-	\$3,000
1995 York Power Broom	7-42	1	1	1	1	1	1	1	1	1	-	\$9,300
1996 Kodia Portable Generator	7-43	1	1	1	1	1	1	1	1	1	-	\$3,000
1996 Canbuilt Transmission Jack		1	1	1	1	1	1	1	1	1	1	\$3,100
1996 O.T.C. Floor Jack		1	1	1	1	1	1	1	1	1	1	\$2,600
1996 Canbuilt Tire Dolly		1	1	1	1	1	1	1	1	1	1	\$1,200
1997 BCS Walk Behind Sweeper	7-45	1	1	1	1	1	1	1	1	1	-	\$6,100
1997 Shindawa Portable Power Broom	7-46	1	1	1	1	1	1	1	1	1	1	\$9,300
1998 Husquvarna Cut-off Saw	7-47	1	1	1	1	1	1	1	1	-	-	\$2,900
2000 STIHL Gas Grass Trimmer	7-48	1	1	1	1	1	1	1	1	1	1	\$600
2014 Bandit 990XP Wood Chipper (Replace 7-49)	7-49	1	1	1	1	1	1		-	-	-	\$34,300
Ferro-Trak FT-60 Metal Detector		1	1	-	-	-	-	-	-	-	-	\$1,400
2001 Magnawand Metal Detector	7-51	1	1	1	1	1	1	1	1	1	-	\$1,400
2002 Echo WP Hydrant Pump	7-52	1	1	1	1	1	1	1	1	1	-	\$3,000
Mueller Model B Tapping 'B' Machine	7-53	1	1	1	1	1	1	1	1	1	-	\$3,000
Metrotech 810 Pipe and Cable Locator	7-54	1	1	1	1	1	1	1	1	1	-	\$3,600
Trash Pump		1	1	-	-	-	-	-	-	-	-	\$5,100
2006 John-Deere Generator	7-58	1	1	1	1	1	1	1	1	1	1	\$12,600
Whipper Snipper		1	1	1	1	-	-	-	-	-	-	\$600
2012 Trimble GeoXH 6000 GPS Unit		1	1	1	1	1	1	1	1	1	1	\$9,800
STIHL TS 350	7-34	1	1	1	1	1	1	1	1	1	1	\$2,900
2002 J & J Trailer	7-56	1	1	1	1	1	1	1	1	1	1	\$8,300
2009 STIHL MS 441 Chainsaw	7-74	-	1	1	1	1	1	1	1	1	1	\$600
2010 STIHL HT 131 Extended Saw	7-76	-	-	1	1	1	1	1	1	1	1	\$1,000
2009 Western Hopper/Spreader	7-78	-	1	1	1	1	1	1	1	1	-	\$6,400
STIHL Telescopic Pruner Saw	7-79	-	-	1	1	1	1	1	-	-	-	\$1,000

Description	No.	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 Value (\$/Vehicle)
2010 Ford F550 3 Ton DEL Dump Box	7-80	-	-	1	1	1	1	1	1	1	1	\$77,400
2010 Honda WH-20S 4 Cycle Pump	7-81	-	-	1	1	1	1	1	1	1	1	\$1,000
2010 STIHL MS 270 Chainsaw	7-82	-	-	1	1	1	1	1	1	1	1	\$500
2011 STIHL KM110R Split Boom Sweeper, Blower & Trimmer	7-90	-	-	-	1	1	1	1	1	1	1	\$600
2009 Gasalert MAX XT Gas Detector	7-91	-	1	1	1	1	1	1	1	1	-	\$1,100
2014 Wachs Valve Maintenance Trailer (new)	14-132	-	-	-	-	-	-	1	1	1	1	\$74,400
2015 Heat Design Equipment Asphalt Reclaim Trailer (new)	15-135	-	-	-	-	-	-	-	1	1	1	\$34,300
2016 Competition Dump Trailer (new)	16-153	-	-	-	-	-	-	-	-	1	1	\$8,200
Chainsaws		-	-	-	-	-	-	-	-	-	5	\$5,100
Cut off saws		-	-	-	-	-	-	-	-	-	1	\$2,900
Power Broom		-	-	-	-	-	-	-	-	-	2	\$1,200
Pumps		-	-	-	-	-	-	-	-	-	3	\$4,500
Gas Detector		-	-	-	-	-	-	-	-	-	1	\$1,100
Grass Trimmer		-	-	-	-	-	-	-	-	-	2	\$1,200
Metal Detectors											4	\$5,600
Total		60	62	59	60	60	60	62	62	63	70	

Population	30,527	32,895	35,262	37,628	39,285	40,942	42,598	44,255	45,837	46,909
Per Capita Standard (per 1,000)	1.9655	1.8848	1.6732	1.5946	1.5273	1.4655	1.4555	1.4010	1.3744	1.4923

10 Year Average	2008-2017
Quantity Standard	1.5834
Quality Standard	73,677
Service Standard	\$117

D.C. Amount (before deductions)	13 Year
Forecast Population	10,756
\$ per Capita	\$117
Eligible Amount	\$1,254,795

Service: Parkland Development
 Unit Measure: Acres of Parkland

Description	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 Value (\$/Acre)
Neighbourhood/Community Parks/Parkettes											
Parkland - City Owned (acres)	187	187	196	200	205	208	209	217	217	223	\$65,300
Natural Open Space											
Parkland - City Owned (acres)	88	98	98	98	101	101	233	233	233	233	\$10,100
Total	275	285	294	298	306	309	442	450	450	456	

Population	30,527	32,895	35,262	37,628	39,285	40,942	42,598	44,255	45,837	46,909
Per Capita Standard (per 1,000)	9.0215	8.6503	8.3248	7.9077	7.7882	7.5463	10.3761	10.1683	9.8174	9.7209

10 Year Average	2008-2017
Quantity Standard (per 1,000)	8.9322
Quality Standard	42,408
Service Standard	\$379

D.C. Amount (before deductions)	10 Year
Forecast Population	9,450
\$ per Capita	\$379
Eligible Amount	\$3,579,660

Service: Parkland Amenities
 Unit Measure: No. of parkland amenities

Description	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 Value (\$/item)
Neighbourhood/Community Park Amenities											
Soccer Pitches - Irrigated	2	2	3	3	3	3	3	3	3	3	\$255,000
Soccer Pitches - Lit	2	2	2	2	2	3	3	3	3	3	\$300,000
Soccer Pitches - Mini & Micro fields	20	20	20	20	20	20	20	21	21	21	\$60,000
Softball Diamonds - Lit	5	5	3	2	2	5	5	5	5	5	\$350,000
Softball Diamonds - Irrigated and Lit	-	-	2	3	3	3	3	3	3	3	\$550,000
Junior Ball Diamonds	3	3	3	3	4	4	4	4	4	4	\$100,000
Tennis Courts	5	5	5	5	5	4	4	4	4	4	\$100,000
Tennis Courts - Lit	4	4	4	4	6	3	3	3	3	3	\$175,000
Multi Purpose Courts	3	6	6	6	6	8	8	8	8	8	\$150,000
Play Equipment (swing sets)	33	40	43	43	43	38	35	31	31	31	\$25,000
Benches/Picnic Tables	80	91	231	231	231	231	231	231	231	286	\$3,500
Play Equipment - senior	14	17	17	17	24	24	25	25	26	28	\$100,000
Play Equipment - junior	5	8	8	8	8	9	10	11	12	15	\$75,000
Picnic Shelter	1	1	1	2	2	2	2	2	2	2	\$250,000
Pergolas	6	12	12	12	12	12	14	15	16	15	\$50,000
Bike racks/waste receptacles	31	46	98	98	98	105	112	120	127	135	\$2,000
Splash Pads	2	4	4	4	4	6	6	6	6	6	\$275,000
Skateboard Park (sq. feet)	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	3,800	\$500
Grandstand - Memorial Park	1	1	1	1	1	1	1	1	1	1	\$450,000
Urban Plaza - Civic Square	-	-	1	1	1	1	1	1	1	1	\$750,000
Cricket Pitch (Bethesda)								1	1	1	\$150,000
Wooden set of Bleachers	4	4	5	5	5	6	6	6	6	6	\$30,000
Wooden Players Benches	5	5	4	4	4	4	6	6	6	6	\$5,000
Metal Players Benches	6	8	8	8	10	14	14	14	16	18	\$4,000
Metal Sets of Bleachers	8	9	9	12	12	15	15	15	16	23	\$50,000
Metal Shade Structures	-	-	-	-	-	5	5	5	6	9	\$110,000
Outdoor Fitness Equipment	-	-	-	-	-	-	-	-	7	19	\$50,000
Neighbourhood/Community Parks/Parkettes											
Stone paths (linear metres)	1,800	2,475	3,525	3,525	3,525	5,210	5,210	7,874	7,874	7,874	\$350
Asphalt Path (linear metres)	3,270	3,270	5,020	5,340	5,710	7,820	7,820	10,280	12,420	14,528	\$450
Gravel Parking (sq. metres)	3,100	13,220	13,220	13,220	13,220	10,880	8,600	7,288	7,288	4,600	\$50
Paved Parking (sq. metres)	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	4,000	6,752	\$20
400 Metre Track	1	1	1	1	1	1	1	1	1	1	\$750,000
Packed Dirt Paths (linear metres)								1,795	1,795	1,795	\$40
Natural Open Space											
Gravel Parking (sq. metres)	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	\$50
Total	17,911	28,759	31,756	32,080	32,462	33,937	31,667	37,282	40,443	41,506	

Population	30,527	32,895	35,262	37,628	39,285	40,942	42,598	44,255	45,837	46,909
Per Capita Standard	0.5867	0.8743	0.9006	0.8526	0.8263	0.8289	0.7434	0.8424	0.8823	0.8848

10 Year Average	2008-2017
Quantity Standard	0.8222
Quality Standard	801
Service Standard	\$658

D.C. Amount (before deductions)	10 Year
Forecast Population	9,450
\$ per Capita	\$658
Eligible Amount	\$6,221,313

Service: Leisure Services Vehicles and Equipment
 Unit Measure: No. of vehicles and equipment

Description	Fleet Number	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 Value (\$/Vehicle)
Dodge Ram RPC 3500 4x4	06-01	1	1	1	1	1	-	-	-	-	-	\$47,700
Dodge Ram RPC 3500 4x4	06-03	1	1	1	1	1	-	-	-	-	-	\$47,700
Dodge Ram 1500 Quad Cab Pickup Trucks (2)	08-05, 08-04	2	2	2	2	2	2	2	2	2	2	\$56,000
Chevrolet Silverado	08-08, 08-07, 08-06	1	3	3	3	3	3	3	3	3	3	\$40,000
Ford F550 Super Duty	11-09	-	-	-	1	1	1	1	1	1	1	\$227,900
Chevrolet Silverado 1500 4x4	11-10	-	-	-	1	1	1	1	1	1	1	\$40,000
Chevrolet Crew Cab 1500 4x4	11-11	-	-	-	1	1	1	1	1	1	1	\$47,700
Chevrolet Silverado 1500 4x4	12-02	-	-	-	-	1	1	1	1	1	1	\$40,000
GMC Savannah 2500 2WD	12-12	-	-	-	-	1	1	1	1	1	1	\$47,700
International 6.4L Terra Star	12-13	-	-	-	-	1	1	1	1	1	1	\$94,000
Dodge Ram RPC 2500 4x4 4 Door	15-14	1	1	-	-	-	-	-	1	1	1	\$47,700
Dodge Ram 3500 4x4	16-15	-	-	-	-	-	-	-	-	1	1	\$52,400
Dodge Ram 3500 4x4	16-01	-	-	-	-	-	-	-	-	1	1	\$52,400
Dodge Ram 3500 4x4	16-03	-	-	-	-	-	-	-	-	1	1	\$52,400
Chev 1/2 Tonne Reg Cab 4x4	16-16	-	-	-	-	-	-	-	-	1	1	\$40,000
GMC Sierra Pickup		1	1	-	-	-	-	-	-	-	-	\$40,000
Dodge Ram 2500 (Electrician)	17-19	-	-	-	-	-	-	-	-	-	1	\$40,000
Chev Silverado 2500 4x4 4 Door	17-18	-	-	-	-	-	-	-	-	-	1	\$50,000
Chev Silverado 2500 4x4 4 door	17-17	-	-	-	-	-	-	-	-	-	1	\$50,000
John Deere Mower		1	1	-	-	-	-	-	-	-	-	\$41,900
John Deere Mower		1	1	-	-	-	-	-	-	-	-	\$41,900
2012 John Deere Front Deck Mower 1575	P3	-	-	-	-	-	-	-	-	1	1	\$41,700
John Deere 1565 Mower	P4	1	1	1	1	1	1	1	1	1	1	\$41,700
John Deere 1575 Front Deck Mower	P-5	-	-	-	-	-	-	-	-	-	1	\$41,700
John Deere Zero Turn Mowers (2)	P6, P7	-	2	2	2	2	-	-	-	-	-	\$23,800
John deere 1445 Mower Front Deck	P8	1	1	1	1	1	-	-	-	-	-	\$41,700
John deere 1565 Mower Front Deck	P9	1	1	1	1	1	-	-	-	-	-	\$41,700
Toro Zero Turn Mower	P-8	-	-	-	-	-	-	-	-	1	1	\$23,800
Toro Zero Turn Mower	P-9	-	-	-	-	-	-	-	-	1	1	\$23,800
Toro Z Master	P10	-	-	-	1	1	1	1	1	1	1	\$23,800
Toro Groundsmaster 5910	P11	-	-	-	-	1	1	1	1	1	1	\$41,700
TORO 4300D Groundsmaster	P12	-	-	-	-	1	1	1	1	1	1	\$11,900
Toro 4000-D Wide Deck Mower	P13	1	1	2	2	2	1	1	1	1	1	\$89,000
Kubota Front Deck Mower (Sweeper + Cab) (replaced in 2017)		-	1	1	1	1	-	-	-	-	-	\$41,700
John Deere Flail Mower		-	-	-	1	1	1	1	1	1	1	\$41,700
John Deere 1565 Mower Front deck		-	-	-	1	1	-	-	-	-	-	\$41,700
John Deere 1565		-	-	-	-	1	1	1	1	1	1	\$41,700
Bannerman Diamond Groomer		1	1	1	1	1	1	1	1	1	1	\$8,200
Landscape Groomer		-	1	1	1	1	-	-	-	-	-	\$10,600
Bannerman Diamond Groomer - B-TR-6		-	1	1	1	1	1	1	1	1	1	\$8,200
Reist Trail Groomer		1	1	1	1	1	1	1	1	1	1	\$8,200
Bannerman Sport Topper		1	1	1	1	1	-	-	-	-	-	\$18,000

Service: Leisure Services Vehicles and Equipment (Cont'd)
 Unit Measure: No. of vehicles and equipment

Description	Fleet Number	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 Value (\$/Vehicle)
Bannerman Top Dresser	P20	1	1	1	1	1	1	1	1	1	1	\$17,900
Bannerman Aerator BA-600		1	1	1	1	1	1	1	1	1	1	\$17,900
Airway Core Aerator		-	-	-	1	1	1	1	1	1	1	\$17,900
Bandit Brush Chipper	P15	1	1	1	1	1	1	1	1	1	1	\$47,700
Reist Seeder	IMP1	-	1	1	1	1	1	1	1	1	1	\$12,000
Landscaping Trailer	TR4, TR5	2	2	2	2	2	2	2	2	2	2	\$8,900
Spray Trailer		1	1	1	1	1	1	1	1	1	1	\$21,700
1989 Tri Axle Trailer	TR10, TR11	1	1	1	1	1	1	1	1	1	1	\$79,800
2015 Trailers Plus 20' Landscape Trailer LS620T	TR10, TR11	-	-	-	-	-	-	2	2	2	2	\$17,800
Miska Tandem Dump Trailer	TR6	1	1	1	1	1	1	1	1	1	1	\$79,800
2016 Advantage Mini Landscape Trailer	TR8, TR9	-	-	-	-	-	-	-	-	1	1	\$8,900
Miska Tandem Lowbed Tandem Trailer	TR7	1	1	1	1	1	1	1	1	1	1	\$14,300
J+J 7' Lowbed Trailer	TR3	-	-	-	-	1	1	1	1	1	1	\$14,300
Miska - Enclosed Trailer - Model #718	TR2	-	-	-	-	1	1	1	1	1	1	\$14,300
Sand/Salting Units (2)		-	2	-	-	-	-	-	-	-	-	\$10,000
John Deere Gator	P16	1	1	1	1	-	1	1	1	1	1	\$34,200
John Deere Skid Steer	P19	1	1	1	1	1	1	1	1	1	1	\$41,800
Kawasaki Mule 4010	P1	-	1	1	1	1	1	1	1	1	1	\$17,900
John Deere 5105	P15	1	1	1	1	1	1	1	1	1	1	\$105,500
John Deere 5300	P14	1	1	1	1	1	1	1	1	1	1	\$203,100
John Deere Tractor 4320	P6	-	-	-	1	1	1	1	1	1	1	\$71,400
John Deere Back Hoe 485 (attachment)	P6	-	-	-	1	1	1	1	1	1	1	\$11,900
Heli Forklift	P2	-	-	-	-	-	-	1	1	1	1	\$203,100
Zamboni 525 Ice Resurfacers		-	-	-	-	-	1	1	1	1	1	\$107,100
Zamboni 526 Ice Resurfacers		-	-	-	-	-	-	-	-	1	1	\$107,100
Zamboni 520 Ice Resurfacers		1	1	2	3	3	2	2	2	1	1	\$107,100
Puma Snowblower	P7	-	-	1	1	1	1	1	1	1	1	\$11,000
Total		30	41	38	48	55	45	48	49	57	61	

Population	30,527	32,895	35,262	37,628	39,285	40,942	42,598	44,255	45,837	46,909
Per Capita Standard (per 1,000)	0.9827	1.2464	1.0776	1.2756	1.4000	1.0991	1.1268	1.1072	1.2435	1.3004

10 Year Average	2008-2017
Quantity Standard (per 1,000)	1.1859
Quality Standard	48,031
Service Standard	\$57

D.C. Amount (before deductions)	10 Year
Forecast Population	9,450
\$ per Capita	\$57
Eligible Amount	\$538,272

Service: Leisure Services Facilities
 Unit Measure: ft² of building area

Description	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 Bld'g Value (\$/sq.ft.)	Value/ft ² with land, site works, etc.
Recreation Complex (Stouffville Arena)	79,000	79,000	79,000	79,000	79,000	79,000	79,000	79,000	79,000	79,000	\$250	\$348
Silver Jubilee (Senior Centre)	6,350	6,350	6,350	6,350	6,350	6,350	6,350	6,350			\$500	\$624
Ballantrae Comm. Centre	7,200	7,200	7,200	7,200	7,200	7,200	7,200	7,200	7,200	7,200	\$357	\$466
Lemonville Comm. Centre	5,036	5,036	5,036	5,036	5,036	5,036	5,036	5,036	5,036	5,036	\$571	\$702
Vandorf Comm. Centre	3,650	3,650	3,650	3,650	-						\$500	\$624
Stouffville Pool	16,250	16,250	16,250	16,250	16,250	16,250	16,250	16,250	16,250	16,250	\$156	\$244
Lawnbowling Club House	800	800	800	800	800	800	800	800	800	800	\$97	\$179
Senior Centre Opportunity Club	800	800	800	-	-						\$168	\$258
Latcham Hall	5,750	5,750	5,750	5,750	5,750	5,750	5,750	5,750	5,750	5,750	\$357	\$466
Leisure Centre (rec. component)	24,697	24,697	24,697	24,697	24,697	24,697	24,697	24,697	24,697	24,697	\$571	\$702
Stouffville Clippers Sports Complex	-	-	79,000	79,000	79,000	79,000	79,000	79,000	79,000	79,000	\$303	\$406
Museum Visitor/Community Centre (community centre space only)	-	-	-	6,850	6,850	6,850	6,850	6,850	6,850	6,850	\$397	\$510
Arts Centre 19 on the Park (Community Space)	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	\$483	\$605
6240 Main Street	-	-	-					4,050	4,050	8,100	\$216	\$311
Ballantrae Field House	-	-	-							1,700	\$216	\$311
Balantrae Tennis Storage	320	320	320	320	320	320	320	320	320	320	\$216	\$413
Bethesda Sports Field House	-	-	-	3,300	3,300	3,300	3,300	3,300	3,300	3,300	\$216	\$311
Operations Centre	-	-	13,080	13,080	13,080	13,080	13,080	13,080	13,080	13,080	\$309	\$413
Total	152,153	152,153	244,233	253,583	249,933	249,933	249,933	253,983	247,633	253,383		

Population	30,527	32,895	35,262	37,628	39,285	40,942	42,598	44,255	45,837	46,909
Per Capita Standard	4.9842	4.6254	6.9262	6.7392	6.3620	6.1046	5.8672	5.7391	5.4025	5.4016

10 Year Average	2008-2017
Quantity Standard	5.8152
Quality Standard	425
Service Standard	\$2,472

D.C. Amount (before deductions)	10 Year
Forecast Population	9,450
\$ per Capita	\$2,472
Eligible Amount	\$23,356,148

Service: Library Facilities
 Unit Measure: ft² of building area

Description	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 Bld'g Value (\$/sq.ft.)	Value/ft² with land, site works, etc.
Offsite Storage	300	300	300	300	300	300	300	300	300	300	\$176	\$285
Library/Aquatic Centre	15,378	15,378	15,378	15,378	15,378	15,378	15,378	15,378	15,378	15,378	\$571	\$762
Total	15,678	15,678	15,678	15,678	15,678	15,678	15,678	15,678	15,678	15,678		

Population	30,527	32,895	35,262	37,628	39,285	40,942	42,598	44,255	45,837	46,909
Per Capita Standard	0.5136	0.4766	0.4446	0.4167	0.3991	0.3829	0.3680	0.3543	0.3420	0.3342

10 Year Average	2008-2017
Quantity Standard	0.4032
Quality Standard	753
Service Standard	\$304

D.C. Amount (before deductions)	10 Year
Forecast Population	9,450
\$ per Capita	\$304
Eligible Amount	\$2,868,642

Service: By-law Vehicles
 Unit Measure: No. of vehicles and equipment

Description	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 Value (\$/Vehicle)
2013 Toyota Tacoma 4x4 Truck (Bylaw 1)	-	-	-	-	-	1	1	1	1	1	\$42,138
2013 Toyota Tacoma 4x4 Truck (Bylaw 2)	-	-	-	-	-	1	1	1	1	1	\$42,138
2016 Chevy Equinox - Light Duty Truck (Bylaw 3)	-	-	-	-	-	-	-	-	1	1	\$41,700
Total	-	-	-	-	-	2	2	2	3	3	

Population	30,527	32,895	35,262	37,628	39,285	40,942	42,598	44,255	45,837	46,909
Per Capita Standard (per 1,000)	-	-	-	-	-	0.0488	0.0470	0.0452	0.0654	0.0640

10 Year Average	2008-2017
Quantity Standard (per 1,000)	0.0270
Quality Standard	42,222
Service Standard	\$1

D.C. Amount (before deductions)	10 Year
Forecast Population	9,450
\$ per Capita	\$1
Eligible Amount	\$10,773

Table C-1
Operating and Capital Expenditure Impacts for Future Capital Expenditures

SERVICE	ANNUAL LIFECYCLE EXPENDITURES	ANNUAL OPERATING EXPENDITURES	TOTAL ANNUAL EXPENDITURES
1. Wastewater Services	1,252,669	297,382	1,550,051
2. Water Services	736,651	420,303	1,156,954
3. Roads Services	1,320,416	2,098,133	3,418,549
4. Public Works Services	106,444	68,902	175,346
5. Fire Protection Services	79,357	1,487,496	1,566,853
6. Leisure Services	2,455,248	1,292,864	3,748,112
7. Library Services	649,045	376,819	1,025,864
8. By-Law Enforcement Services	7,825	243,804	251,629
9. Administration Studies	-	-	-
Total	6,607,655	6,285,702	12,893,357

Appendix E – Proposed D.C. By-law

**THE CORPORATION OF THE TOWN OF
WHITCHURCH-STOUFFVILLE**

BY-LAW NUMBER 2018-____

**A by-law to establish development charges for the Corporation of the Town of
Whitchurch-Stouffville**

WHEREAS the Town of Whitchurch-Stouffville will experience growth through development and re-development;

AND WHEREAS development and re-development requires the provision of physical and social services by the Town of Whitchurch-Stouffville;

AND WHEREAS Council desires to ensure that the capital cost of meeting growth-related demands for or burden on municipal services does not place an excessive financial burden on the Town of Whitchurch-Stouffville or its existing taxpayers while at the same time ensuring new taxpayers contribute no more than the net capital cost attributable to providing the current level of municipal services;

AND WHEREAS the *Development Charges Act, 1997* (the "Act") provides that the council of a municipality may by by-law impose development charges against land to pay for increased capital costs required because of increased needs for services;

AND WHEREAS a development charge background study has been completed in accordance with the Act;

AND WHEREAS the Council of The Corporation of the Town of Whitchurch-Stouffville has given notice of and held a public meeting on the 25th day of September, 2018 in accordance with the Act and the regulations thereto;

**NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF
WHITCHURCH-STOUFFVILLE ENACTS AS FOLLOWS:**

1. INTERPRETATION

1.1 In this By-law the following items shall have the corresponding meanings:

“Act” means the *Development Charges Act*, as amended, or any successor thereof;

“accessory use” means where used to describe a use, building, or structure that the use, building or structure is naturally and normally incidental, subordinate in purpose of floor area or both, and exclusively devoted to a principal use, building or structure;

“agricultural use” means use or intended use for bona fide farming purposes:

(a) including (but not limited to):

- (i) cultivation of crops, whether on open land or in greenhouses, including (but not limited to) fruit, vegetables, herbs, grains, field crops, sod, trees, shrubs, flowers, and ornamental plants;
- (ii) raising of animals, including (but not limited to) cattle, horses, pigs, poultry, livestock, fish;
- (iii) agricultural animal husbandry, dairying, equestrian activities, horticulture, fallowing, pasturing, and market gardening; and
- (iv) services related to the boarding or breeding of household pets.

(b) but excluding:

- (i) retail sales activities; including but not limited to restaurants, banquet facilities, hospitality facilities and gift shops;
- (ii) services related to grooming of household pets; and

“apartment unit” means any residential unit within a building containing three or more dwelling units where access to each residential unit is obtained through a common entrance or entrances from the street level and the residential units are connected by an interior corridor. Despite the foregoing, an apartment dwelling includes stacked townhouse dwellings;

“bedroom” means a habitable room larger than seven square metres, including a den, study or other similar area, but does not include a bathroom, living room, dining room or kitchen;

“benefiting area” means an area defined by map, plan or legal description in a front-ending agreement as an area that will receive a benefit from the construction of a service;

“board of education” has the same meaning as set out in the *Education Act*, R.S.O. 19990, Chap. E.2, as amended, or any successor thereof;

“bona fide farm uses” means the proposed development will qualify as a farm business operating with a valid Farm Business Registration Number issued by the Ontario Ministry of Agriculture, Food and Rural Affairs and be assessed in the Farmland Realty Tax Class by the Ontario Property Assessment Corporation;

“Building Code Act” means the *Building Code Act*, S.O. 1992, as amended, or any successor thereof;

“capital cost” means costs incurred or proposed to be incurred by the municipality or a local board thereof directly or by others on behalf of and as authorized by the municipality or local board,

- (a) to acquire land or an interest in land, including a leasehold interest,
- (b) to improve land,
- (c) to acquire, lease, construct or improve buildings and structures,
- (d) to acquire, construct or improve facilities including,
 - (i) furniture and equipment other than computer equipment, and
 - (ii) material acquired for circulation, reference or information purposes by a library board as defined in the *Public Libraries Act*, R.S.O. 1990, Chap. P.44, as amended, or any successor thereof; and
 - (iii) rolling stock with an estimated useful life of seven years or more, and
- (e) to undertake studies in connection with any matter under the Act and any of the matters in clauses (a) to (d) above, including the development charge background study

required for the provision of services designated in this By-law within or outside the municipality, including interest on borrowing for those expenditures under clauses (a) to (e) above that are growth-related;

“commercial” means any use of land, structures or buildings for the purposes of buying or selling commodities and services, but does not include industrial or agricultural uses, but does include hotels, motels, motor inns and boarding, lodging and rooming houses;

“Council” means the Council of the municipality;

“development” means the construction, erection or placing of one or more buildings or structures on land or the making of an addition or alteration to a building or structure that the effect of increasing the size of usability thereof, and includes redevelopment;

“development charge” means a charge imposed with respect to this By-law;

“dwelling unit” means any part of a building or structure used, designed or intended to be used as a domestic establishment in which one or more persons may sleep and are provided with culinary and sanitary facilities for their exclusive use;

“existing” means the number, use and size that existed as of the date this by-law was passed;

“farm building” means that part of a bona fide farming operation encompassing barns, silos and other ancillary development to an agricultural use, but excluding a residential use;

“gross floor area” means:

- (a) in the case of a residential building or structure, the total area of all floors above grade of a dwelling unit measured between the outside surfaces of exterior walls or between the outside surfaces of exterior walls and the centre line of party walls dividing the dwelling unit from any other dwelling unit or other portion of a building; and
- (b) in the case of a non-residential building or structure, or in the case of a mixed-use building or structure in respect of the non-residential portion thereof, the total area of all building floors above or below grade measured between the outside surfaces of the exterior walls, or between the outside surfaces of exterior walls and the centre line of party walls dividing a non-residential use and a residential use, except for:
 - (i) a room or enclosed area within the building or structure above or below that is used exclusively for the accommodation of heating, cooling, ventilating, electrical, mechanical or telecommunications equipment that service the building;

- (ii) loading facilities above or below grade;
- (iii) a part of the building or structure below grade that is used for storage or other accessory use; and
- (iv) a part of the building or structure below grade that is used for the parking of motor vehicles unless the area is used for the storage of motor vehicles prior to being sold or rented to the general public or where the building or structure is used for the sale or renting of motor vehicle to the general public.

“high density development” means “apartment units” and “multiple units” with a foundation permit for 10 or more dwelling units;

“hotel development” means a commercial establishment offering lodging to travelers and sometimes to permanent residents, and may include other services such as restaurants, meeting rooms and stores, that are available to the general public;

“industrial” means lands, buildings or structures used or designed or intended for use for manufacturing, processing, fabricating or assembly of raw goods, warehousing or bulk storage of goods, and includes office uses and the sale of commodities to the general public where such uses are accessory to an industrial use, but does not include the sale of commodities to the general public through a warehouse club or self-storage facilities;

“institutional” means land, buildings, structures or any part thereof used by any organization, group or association for promotion of charitable, educational or benevolent objectives and not for profit or gain;

“Local Board” means a school board, public utility, commission, transportation commission, public library board, board of park management, local board of health, board of commissioners of police, planning board, or any other board, commission, committee, body or local authority established or exercising any power or authority under any general or special Act with respect to any of the affairs or purposes, including school purposes, of the Town of Whitchurch-Stouffville or any part or parts thereof;

“local services” means those services, facilities or things which are under the jurisdiction of the municipality and are related to a plan of subdivision or within the area to which the plan relates in respect of the lands under Sections 41, 51 or 53 of the *Planning Act*, R.S.O. 1990, Chap. P.13, as amended, or any successor thereof;

“multiple dwellings” means all dwellings other than single-detached, semi-detached, stacked townhouse, and apartment unit dwellings;

“municipality” means the Corporation of the Town of Whitchurch-Stouffville;

“non-residential use” means a building or structure of any kind whatsoever used, designed or intended to be used for other than a residential use;

“Official Plan” means the Official Plan adopted for the Town, as amended and approved;

“owner” means the owner of land or a person who has made application for an approval for the development of land upon which a development charge is imposed’

“place of worship” means that part of a building or structure that is exempt from taxation as a place of worship under the *Assessment Act*, R.S.O. 1990, Chap. A.31, as amended, or any successor thereof;

“rate” means the interest rate established weekly by the Bank of Canada based on Treasury Bills having a term of 91 days;

“regulation” means any regulation made pursuant to the Act;

“residential dwelling” means a building, occupied or capable of being occupied as a home, residence or sleeping place by one or more persons, containing one or more dwelling units but not including motels, hotels, tents, truck campers, tourist trailers, mobile camper trailers or boarding, lodging or rooming houses;

“residential use” means the use of a building or structure or portion thereof for one or more dwelling units. This also includes a dwelling unit on land that is used for an agricultural use;

“row dwelling” means a building containing three or more attached dwelling units in a single row, each of which dwelling units has an independent entrance from the outside and is vertically separated from any abutting dwelling unit;

“school, private” means a private school defined under the *Education Act* or any successor thereto, being “an institution at which instruction is provided at any time between the hours of 9 a.m. and 4 p.m. on any school day for five or more pupils who are of, or over compulsory school age in any of the subjects of the elementary or secondary school courses of study”.

“semi-detached dwelling” means a dwelling unit in a residential building consisting of two dwelling units having one vertical wall or one horizontal wall, but not other parts, attached or another dwelling unit where the residential unit are not connected by an interior corridor;

“service” means a service designed in Section 2.1 of this By-law, and “services” shall have a corresponding meaning;

“servicing agreement” means an agreement between a landowner and the municipality relative to the provision of municipal services to specified land within the municipality;

“single detached dwelling unit” means a residential building consisting of one dwelling unit and not attached to another structure;

“stacked townhouse dwelling” means two townhouse dwellings, one on top of each other;

“Town” means the area within the geographic limits of the Town of Whitchurch-Stouffville;

“townhouse dwelling” means a building vertically divided into three or more dwelling units by common walls extending from the base of the foundation to the roof. Each dwelling unit shall have separate entrance directly to the outside; and

“Zoning By-Law” means the Zoning By-Law of the Town of Whitchurch-Stouffville or any successor thereof passed pursuant to Section 34 of the Planning Act, S.O. 1998.

2. DESIGNATION OF SERVICES

2.1 The categories of services for which development charges are imposed under this By-law are as follows:

- (a) Roads;
- (b) Fire Protection Services;
- (c) Public Works;
- (d) Leisure Services;
- (e) Library Services;
- (f) By-law Enforcement Services;
- (g) Administration Services;
- (h) Wastewater Services; and
- (i) Water Services

3. **APPLICATION OF BY-LAW RULES**

- 3.1 Development charges shall be payable in the amounts set out in this By-law where:
- (a) the lands are located in the area described in section 3.2; and
 - (b) the development of the lands requires any of the approvals set out in subsection 3.4(a).

Area to Which By-law Applies

- 3.2 Subject to section 3.3, this By-law applies to all lands in the Town of Whitchurch-Stouffville whether or not the land or use thereof is exempt from taxation under s. 13 or the Assessment Act.
- 3.3 Notwithstanding clause 3.2 above, this by-law shall not apply to lands that are owned by and used for the purposes of:
- (a) the municipality or a local board thereof;
 - (b) a board of education; or
 - (c) the Corporation of the Region of York or a local board thereof;

Approvals for Development

- 3.4 (a) Development charges shall be imposed on all lands, buildings or structures that are developed for residential or non-residential uses if the development requires:
- (i) the passing of a zoning by-law or of an amendment to a zoning by-law under section 34 of the *Planning Act*;
 - (ii) the approval of a minor variance under section 45 of the *Planning Act*;
 - (iii) a conveyance of land to which a by-law passed under subsection 50(7) of the *Planning Act* applies;
 - (iv) the approval of a plan of subdivision under section 51 of the *Planning Act*;
 - (v) a consent under section 53 of the *Planning Act*;
 - (vi) the approval of a description under section 50 of the *Condominium Act*, R.S.O. 1990, Chap. C.26, as amended, or any successor thereof; or
 - (vii) the issuing of a permit under the *Building Code Act* in relation to a building or structure.

- (b) No more than one development charge for each service designated in subsection 2.1 shall be imposed upon any lands, buildings or structures to which this By-law applies even though two or more of the actions described in subsection 3.4(a) are required before the lands, buildings or structures can be developed.
- (c) Despite subsection 3.4(b), if two or more of the actions described in subsection 3.4(a) occur at different times, additional development charges shall be imposed if the subsequent action has the effect of increasing the need for services.

Exemptions

- 3.5 Notwithstanding the provisions of this By-law, development charges shall not be imposed with respect to:
 - (a) an enlargement to an existing dwelling unit;
 - (b) one or two additional dwelling units in an existing single detached dwelling; or
 - (c) one additional dwelling unit in any other existing residential building;
- 3.6 Notwithstanding section 3.5(b), development charges shall be imposed if the total gross floor area of the additional one or two units exceeds the gross floor area of the existing dwelling unit.
- 3.7 Notwithstanding section 3.5, development charges shall be imposed if the additional unit has a gross floor area greater than
 - (a) in the case of a semi-detached or row dwelling, the gross floor area of the existing dwelling unit; and
 - (b) in the case of any other residential building, the gross floor area of the smallest dwelling unit contained in the residential building.
- 3.8 Exemption for Industrial Development:
 - 3.8.1 Notwithstanding any other provision of this by-law, no development charge is payable with respect to an enlargement of the gross floor area of an existing industrial building where the gross floor area is enlarged by 50 percent or less.

3.8.2 If the gross floor area of an existing industrial building is enlarged by greater than 50 percent, the amount of the development charge payable in respect of the enlargement is the amount of the development charge that would otherwise be payable multiplied by the fraction determined as follows:

- (a) notwithstanding section 3.8.2, if the gross floor area is enlarged by more than 50 percent (50%), development charges shall be payable and collected and the amount payable shall be calculated in accordance with s.4(3) of the Act.
- (b) that for greater certainty in applying the exemption in this section, the gross floor area of an existing industrial building is enlarged where there is a bona fide increase in the size of the existing industrial building, the enlarged area is attached to the existing industrial building, there is a direct means of ingress and egress from the existing industrial building to and from the enlarged areas for persons, goods, and equipment, and the existing industrial building and the enlarged area are used for or in connection with an industrial purpose as set out in subsection 1.1 of this by-law. Without limiting the generality of the foregoing, the exemption in this section shall not apply where the enlarged area is attached to the existing industrial building by means only of a tunnel, bridge, canopy, corridor, or other passage-way, or through a shared below-grade connection such as a service tunnel, foundation, footing, or a parking facility
- (c) in particular, for the purposes of applying this exemption, the industrial building is considered existing if it is built, occupied, and assessed for property taxation at the time of the application respecting the enlargement
- (d) the exemption of an existing industrial building provided by this section shall be applied to a maximum of fifty percent (50%) of the gross floor area that was existing on the date of passage of this By-law.

3.9 Other Exemptions:

Notwithstanding the provision of this by-law, development charges shall not be imposed with respect to:

- (a) The development of non-residential farm buildings constructed for an agricultural use.

Amount of Charges

Residential

3.10 The development charges set out in Schedule A shall be imposed on residential uses of lands, buildings or structures, including a dwelling unit accessory to a non-residential use and, in the case of a mixed-use building or structure, on the residential uses in the mixed-use building or structure, according to the type of residential unit, and calculated with respect to each of the services according to the type of residential use.

Non-Residential

3.11 The development charges described in Schedule A to this by-law shall be imposed on non-residential uses of lands, buildings or structures, and, in the case of a mixed-use building or structure, on the non-residential uses in the mixed-use building or structure and calculated with respect to each of the services according to the total floor area of the non-residential use.

Reduction of Development Charges for Redevelopment

3.12 Despite any other provisions of this By-law, where, as a result of the redevelopment of land, a building or structure existing on the same land within 60 months prior to the date of payment of development charges in regard to such redevelopment was, or is to be demolished, in whole or in part, or converted from one principal use to another principal use on the same land, in order to facilitate the redevelopment, the development charges otherwise payable with respect to such redevelopment shall be reduced by the following amounts:

- (a) in the case of a residential building or structure, or in the case of a mixed-use building or structure, the residential uses in the mixed-use building or structure, an amount calculated by multiplying the applicable development charge under subsection 3.10 by the number, according to type, of dwelling units that have been or will be demolished or converted to another principal use; and
- (b) in the case of a non-residential building or structure or, in the case of mixed-use building or structure, the non-residential uses in the mixed-use building or structure, an amount calculated by multiplying the applicable development charges under subsection 3.11, by the gross floor area that has been or will be demolished or converted to another principal use;

provided that such amounts shall not exceed, in total, the amount of the development charges otherwise payable with respect to the redevelopment.

Time of Payment of Development Charges

- 3.13 Development charges imposed under this By-law are calculated, payable, and collected upon issuance of a building permit for the development.
- 3.14 Despite section 3.13, Council from time to time, and at any time, may enter into agreements providing for all or any part of a development charge to be paid before or after it would otherwise be payable, in accordance with section 27 of the Act.
- 3.15 Upon written request by the developer, Council may enter into a D.C. deferral agreement for a high density residential development, requiring the payment of 50% of the development charge at the time of first building permit issuance and 50% at the time of occupancy permission.
- 3.16 Upon written request by the developer, Council may enter into a D.C. deferral agreement for a hotel development, requiring the payment of 50% of the development charge at the time of first building permit issuance and 50% three years after the date of foundation permit, subject to Town staff consideration.

4. PAYMENT BY SERVICES

- 4.1 Despite the payment required under subsections 3.10 and 3.11, Council may, by agreement, give a credit towards a development charge in exchange for work that relates to a service to which a development charge relates under this By-law.

5. INDEXING

- 5.1 Development charges imposed pursuant to this By-law shall be adjusted annually, without amendment to this By-law, on July 1st of each year, in accordance with the prescribed index in the Act.

6. SCHEDULES

- 6.1 The following schedules shall form part of this By-law:

Schedule A - Residential and Non-Residential Development Charges

7. CONFLICTS

7.1 Where the Town and an owner or former owner have entered into an agreement with respect to land within the area to which this By-law applies, and a conflict exists between the provisions of this By-law and such agreement, the provisions of the agreement shall prevail to the extent that there is a conflict.

7.2 Notwithstanding section 7.1, where a development which is the subject of an agreement to which section 7.1 applies, is subsequently the subject of one or more of the actions described in subsection 3.4(a), an additional development charge in respect of the development permitted by the action shall be calculated, payable and collected in accordance with the provisions of this By-law if the development has the effect of increasing the need for services, unless such agreement provides otherwise.

8. SEVERABILITY

8.1 If, for any reason, any provision of this By-law is held to be invalid, it is hereby declared to be the intention of Council that all the remainder of this By-law shall continue in full force and effect until repealed, re-enacted, amended or modified.

9. DATE BY-LAW IN FORCE

9.1 This By-law shall come into effect at 12:01 AM on January 1, 2019.

10. DATE BY-LAW EXPIRES

10.1 This By-law will expire at 12:01 AM on January 1, 2024 unless it is repealed by Council at an earlier date.

11. EXISTING BY-LAW REPEALED

11.1 By-laws Number 2013-180-FI (as amended) is hereby repealed as of the date and time of this By-law coming into effect.

PASSED THIS _____ day of _____, 2018.

Mayor

Town Clerk

**SCHEDULE "A" TO BY-LAW
SCHEDULE OF DEVELOPMENT CHARGES**

JANUARY 1, 2019 -FEBRUARY 28, 2019

Service	RESIDENTIAL				NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Other Multiples	(per sq.ft. of Gross Floor Area)
Municipal Wide Services:					
Roads Services	3,705	2,476	1,761	2,919	2.66
Fire Protection Services	532	355	252	419	0.40
Public Works Services	120	78	54	96	0.04
Leisure Services	6,624	4,423	3,144	5,220	0.27
Library Services	672	449	319	529	0.04
By-Law Enforcement Services					
Administration Studies	185	123	88	146	0.08
Total Municipal Wide Services	11,838	7,904	5,618	9,329	3.49
Urban Services					
Wastewater Services	1,068	715	506	842	0.35
Water Services	1,494	997	710	1,178	0.47
Total Urban Services	2,562	1,712	1,216	2,020	0.82
GRAND TOTAL RURAL AREA	11,838	7,904	5,618	9,329	3.49
URBAN SERVICED AREAS					
GRAND TOTAL WASTEWATER SERVICED AREAS	12,906	8,619	6,124	10,171	3.84
GRAND TOTAL WATER SERVICES SERVICED AREAS	13,332	8,901	6,328	10,507	3.96
GRAND TOTAL WATER AND WASTEWATER SERVICED AREAS	14,400	9,616	6,834	11,349	4.31

MARCH 1, 2019 -DECEMBER 31, 2023

Service	RESIDENTIAL				NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Other Multiples	(per sq.ft. of Gross Floor Area)
Municipal Wide Services:					
Roads Services	5,548	3,612	2,475	4,416	3.01
Fire Protection Services	586	381	261	466	0.40
Public Works Services	120	78	54	96	0.04
Leisure Services	8,439	5,493	3,764	6,717	0.27
Library Services	867	564	387	690	0.04
By-Law Enforcement Services	8	5	4	6	0.00
Administration Studies	594	387	265	473	0.26
Total Municipal Wide Services	16,162	10,520	7,210	12,864	4.02
Urban Services					
Wastewater Services	3,239	2,108	1,445	2,578	1.35
Water Services	2,202	1,433	982	1,753	0.81
Total Urban Services	5,441	3,541	2,427	4,331	2.16
GRAND TOTAL RURAL AREA	16,162	10,520	7,210	12,864	4.02
URBAN SERVICED AREAS					
GRAND TOTAL WASTEWATER SERVICED AREAS	19,401	12,628	8,655	15,442	5.37
GRAND TOTAL WATER SERVICES SERVICED AREAS	18,364	11,953	8,192	14,617	4.83
GRAND TOTAL WATER AND WASTEWATER SERVICED AREAS	21,603	14,061	9,637	17,195	6.18