



# 2022 Development Charges Background Study

Town of Halton Hills

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For Public Circulation and Comment

April 15, 2022

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# Table of Contents

	Page
<b>Executive Summary .....</b>	<b>i</b>
<b>1. Introduction.....</b>	<b>1-1</b>
1.1 Purpose of this Document.....	1-1
1.2 Summary of the Process.....	1-2
1.3 Changes to the Development Charges Act, 1997: More Homes, More Choice Act (Bill 108), and the COVID-19 Economic Recovery Act (Bill 197) .....	1-3
1.4 Other Legislative Changes.....	1-6
<b>2. Current Town of Halton Hills D.C. Policy.....</b>	<b>2-1</b>
2.1 By-law Enactment.....	2-1
2.2 Services Covered .....	2-1
2.3 Timing of D.C. Calculation and Payment .....	2-1
2.4 Indexing .....	2-1
2.5 Redevelopment Credits .....	2-2
2.6 Exemptions .....	2-3
<b>3. Anticipated Development in the Town of Halton Hills.....</b>	<b>3-1</b>
3.1 Requirement of the Act .....	3-1
3.2 Basis of Population, Household and Non-Residential Gross Floor Area Forecast .....	3-1
3.3 Summary of Growth Forecast.....	3-2
<b>4. The Approach to the Calculation of the Charge .....</b>	<b>4-1</b>
4.1 Introduction.....	4-1
4.2 Services Potentially Involved .....	4-1
4.3 Increase in the Need for Service.....	4-1
4.4 Local Service Policy.....	4-6
4.5 Capital Forecast.....	4-6
4.6 Treatment of Credits .....	4-7



# Table of Contents (Cont'd)

	Page
4.7	Classes of Services ..... 4-7
4.8	Eligible Debt and Committed Excess Capacity ..... 4-8
4.9	Existing Reserve Funds ..... 4-8
4.10	Deductions ..... 4-9
4.10.1	Reduction Required by Level of Service Ceiling ..... 4-9
4.10.2	Reduction for Uncommitted Excess Capacity ..... 4-10
4.10.3	Reduction for Benefit to Existing Development ..... 4-10
4.10.4	Reduction for Anticipated Grants, Subsidies, and Other Contributions ..... 4-12
4.11	Town-Wide vs. Area Rating ..... 4-12
4.12	Allocation of Development ..... 4-12
<b>5.</b>	<b>Development Charge Eligible Cost Analysis by Service ..... 5-1</b>
5.1	Service Levels and 10-Year Capital Costs for Municipality-wide D.C. Calculation ..... 5-1
5.1.1	Transit Services ..... 5-1
5.2	Service Levels and 14-Year Capital Costs for Municipal-wide D.C. Calculation ..... 5-7
5.2.1	Transportation Services ..... 5-7
5.2.2	Fire Protection Services ..... 5-8
5.2.3	Recreation and Parks Services ..... 5-9
5.2.4	Library Services ..... 5-9
5.2.5	Stormwater Management ..... 5-10
5.2.6	Growth-Related Studies Class of Service ..... 5-10
<b>6.</b>	<b>D.C. Calculation ..... 6-1</b>
<b>7.</b>	<b>D.C. Policy Recommendations and D.C. Policy Rules ..... 7-1</b>
7.1	Introduction ..... 7-1
7.2	D.C. By-law Structure ..... 7-2
7.3	D.C. By-law Rules ..... 7-2
7.3.1	Payment in any Particular Case ..... 7-2
7.3.2	Determination of the Amount of the Charge ..... 7-2
7.3.3	Application to Redevelopment of Land (Demolition and Conversion) ..... 7-3
7.3.4	Exemptions (full or partial) ..... 7-3
7.3.5	Phase in Provision(s) ..... 7-5
7.3.6	Timing of Collection ..... 7-5
7.3.7	Indexing ..... 7-7
7.3.8	D.C. Spatial Applicability ..... 7-7
7.4	Deferral Policies ..... 7-9



# Table of Contents (Cont'd)

	Page
7.4.1 Deferral of Residential Development Charges for Affordable Rental Housing .....	7-9
7.4.2 Deferral of Non-Residential Development Charges .....	7-10
7.5 Other D.C. By-law Provisions .....	7-11
7.5.1 Categories of Services for Reserve Fund and Credit Purposes.....	7-11
7.5.2 By-law In-force Date .....	7-12
7.5.3 Minimum Interest Rate Paid on Refunds and Charged for Inter-Reserve Fund Borrowing .....	7-12
7.6 Other Recommendations .....	7-12
<b>8. By-law Implementation .....</b>	<b>8-1</b>
8.1 Public Consultation Process .....	8-1
8.1.1 Introduction .....	8-1
8.1.2 Public Meeting of Council.....	8-1
8.1.3 Other Consultation Activity .....	8-2
8.2 Anticipated Impact of the Charge on Development.....	8-2
8.3 Implementation Requirements .....	8-3
8.3.1 Introduction .....	8-3
8.3.2 Notice of Passage.....	8-3
8.3.3 By-law Pamphlet .....	8-4
8.3.4 Appeals.....	8-4
8.3.5 Complaints .....	8-4
8.3.6 Credits .....	8-5
8.3.7 Front-Ending Agreements.....	8-5
8.3.8 Severance and Subdivision Agreement Conditions .....	8-5
<b>Appendix A Background Information on Residential and Non-Residential Growth Forecast.....</b>	<b>A-1</b>
<b>Appendix B Historical Level of Service Calculations.....</b>	<b>B-1</b>
<b>Appendix C D.C. Cash Flow Calculation Tables.....</b>	<b>C-1</b>
<b>Appendix D Long Term Capital and Operating Cost Examination.....</b>	<b>D-1</b>
<b>Appendix E Local Service Policy .....</b>	<b>E-1</b>
<b>Appendix F Asset Management Plan.....</b>	<b>F-1</b>
<b>Appendix G Draft D.C. By-law .....</b>	<b>G-1</b>



## List of Acronyms and Abbreviations

<b>Acronym</b>	<b>Full Description of Acronym</b>
D.C.	Development charge
D.C.A.	<i>Development Charges Act</i> , 1997 as amended
G.F.A.	Gross floor area
LPAT.	Local Planning Appeal Tribunal
N.A.I.C.S.	North American Industry Classification System
N.F.P.O.W.	No Fixed Place of Work
OLT	Ontario Land Tribunal
O.M.B.	Ontario Municipal Board
O.P.A.	Official Plan Amendment
O.P.P.	Ontario Provincial Police
O.Reg.	Ontario Regulation
P.O.A.	Provincial Offences Act
P.P.U.	Persons per unit
S.D.E.	Single detached equivalent
S.D.U.	Single detached unit
s.s.	Subsection
sq.ft.	square foot
sq.m	square metres
km	kilometres



# Executive Summary





# Executive Summary

1. The report provided herein represents the Development Charges (D.C.) Background Study for the Town of Halton Hills required by the *Development Charges Act, 1997*, as amended (D.C.A.). This report has been prepared in accordance with the methodology required under the D.C.A. The contents include the following:
  - Chapter 1 – Overview of the legislative requirements of the Act;
  - Chapter 2 – Review of present D.C. policies of the Town;
  - Chapter 3 – Summary of the residential and non-residential growth forecasts for the Town;
  - Chapter 4 – Approach to calculating the D.C.;
  - Chapter 5 – Review of historical service standards and identification of future capital requirements to service growth and related deductions and allocations;
  - Chapter 6 – Calculation of the D.C.s;
  - Chapter 7 – D.C. policy recommendations and rules; and
  - Chapter 8 – By-law implementation.
  
2. D.C.s provide for the recovery of growth-related capital expenditures required to accommodate new development. The D.C.A. is the statutory basis to impose these charges. The methodology is detailed in Chapter 4; a simplified summary is provided below.
  - 1) Identify amount, type and location of growth.
  - 2) Identify servicing needs to accommodate growth.
  - 3) Identify capital costs to provide services to meet the needs.
  - 4) Deduct:
    - Grants, subsidies and other contributions;
    - Benefit to existing development;
    - Amounts in excess of 10-year historical service calculation;
    - D.C. reserve funds (where applicable);
  - 5) Net costs are then allocated between residential and non-residential benefit.
  - 6) Net costs divided by growth, factoring in financial costs on a cash flow basis, to provide the D.C.



3. Amendments to the D.C.A. were introduced through two bills passed in the Ontario legislature: Bill 108 and Bill 197. The following provides a brief summary of the proposed changes.

Bill 108: More Homes, More Choice: Ontario's Housing Supply Action Plan

- The More Homes, More Choice Act, 2019 was passed and given Royal Assent on June 6, 2019. The following provisions came into effect with respect to the D.C.A. on January 1, 2020:
  - Installment Payments: Rental housing and institutional developments shall pay D.C.s in six (6) equal annual payments commencing at first occupancy. Non-profit housing developments shall pay D.C.s in 21 equal annual payments.
  - Interest Charges: Interest may be charged on the installments, and any unpaid amounts inclusive of interest payable shall be added to the property tax roll and collected in the same manner as taxes.
  - Determination of the Charge: D.C.s payable for all developments occurring within two years of a Site Plan or Zoning By-law Amendment planning approval (for applications made after January 1, 2020), shall be determined based on the D.C. by-law in effect on the day of Site Plan or Zoning By-law Amendment application.

Bill 197: COVID-19 Economic Recovery Act, 2020

- The COVID-19 Economic Recovery Act, 2020 was passed and given Royal Assent on July 21, 2020. The following provisions came into effect with respect to the D.C.A. on September 18, 2020:
  - Eligible Services: The D.C.A. now defines the services that are eligible for inclusion in a D.C. by-law. Eligible services are listed in Section 1.4 of this report.
  - Mandatory 10% Deduction: The 10% statutory deduction of growth-related capital costs for soft services was removed.
  - Classes of Service: A D.C. by-law may provide for any eligible service or capital cost related to any eligible service to be included in a class of service as set out in the by-law.
  - Statutory Exemptions: Additional statutory exemptions were provided including secondary residential dwelling units, in prescribed classes, that





are ancillary to existing residential buildings. As well as, for the creation of a second dwelling unit in prescribed classes of proposed new residential buildings, including structures ancillary to new dwellings.

4. At present, the Town imposes D.C.s on residential and non-residential uses based upon By-law 2017-0049, as amended by By-law 2017-0073. The by-law, as amended will expire on August 31, 2022.
5. The Town is undertaking a D.C. public process and anticipates passing a new by-law in advance of the expiry date. The mandatory public meeting has been set for May 2, 2022 with adoption of the by-law currently scheduled for July 4, 2022.
6. The growth forecast (Chapter 3) on which the Town-wide D.C. is based, projects the following population, housing, and non-residential floor area (in square metres) for the 10-year (mid-2022 to mid-2032) and 14-year (mid-2022 to mid-2036) periods.

Measure	10 Year	14 Year
	Mid-2022 to Mid-2032	Mid-2022 to Mid-2036
(Net) Population Increase	19,822	27,884
Residential Unit Increase	7,789	10,837
Non-Residential Gross Floor Area Increase (sq.ft.)	8,780,300	12,714,700

Source: Watson & Associates Economists Ltd. Forecast 2022

7. The increases in need for service related to new development are presented in Chapter 5. The D.C.A. requires a summary be provided of the gross capital costs and the net costs to be recovered over the 5-year term of the by-law. This calculation is presented in Table ES-1 including corresponding deductions and D.C. recoverable costs.

The Town plans to spend \$210.0 million over the next five years, of which \$168.5 million (80%) is recoverable from D.C.s. The Town has current estimated reserve funds of \$3.8 million to fund part of these needs. Therefore the net capital costs included in the calculation of the charge total \$164.7 million. Of this net D.C. recoverable amount, \$134.9 million is recoverable from the anticipated residential development and \$29.8 million from non-residential development types. It should



be noted that any exemptions or reductions in the charges would reduce the anticipated recovery.

**Table ES-1**  
**Gross Expenditure and Sources of Revenue Summary**

Service/Class	Total Gross Cost	Sources of Financing					D.C. Reserve Fund					
		Tax Base or Other Non-D.C. Source			Post D.C. Period Benefit	Existing Reserve Fund	D.C. Funds to be Collected Under By-law					
		Other Deductions	Benefit to Existing	Other Funding			Total	Residential	Non-Residential	Industrial	Non-Industrial	
<b>2022-2027</b>												
Transportation Services	92,870,000	-	17,874,000	2,692,000	-	2,164,000	70,140,000	49,098,000	-	13,840,000	7,202,000	-
Fire Protection Services	15,745,000	250,000	1,775,000	-	-	127,000	13,594,000	9,516,000	-	2,682,000	1,396,000	-
Transit Services	5,975,000	-	4,188,000	109,000	192,000	11,000	1,475,000	1,047,000	-	279,000	149,000	-
Recreation and Parks Services	84,353,000	-	9,373,000	654,000	-	1,181,000	73,145,000	69,488,000	3,657,000	-	-	-
Library Services	4,732,000	-	739,000	-	-	126,000	3,867,000	3,674,000	193,000	-	-	-
Stormwater Management Services	225,000	-	87,000	-	-	52,000	86,000	60,000	-	17,000	9,000	-
Growth-Related Studies	6,098,000	117,000	427,000	-	3,000,000	121,000	2,432,000	2,045,000	68,000	209,000	109,000	-
<b>Sub-total (2022-2027)</b>	<b>209,998,000</b>	<b>367,000</b>	<b>34,463,000</b>	<b>3,455,000</b>	<b>3,192,000</b>	<b>3,782,000</b>	<b>164,739,000</b>	<b>134,928,000</b>	<b>3,918,000</b>	<b>17,027,000</b>	<b>8,865,000</b>	
<b>2028-2036</b>												
Transportation Services	59,695,000	-	19,376,000	1,148,000	-	-	39,172,000	27,420,000	-	7,729,000	4,022,000	-
Fire Protection Services	1,571,000	-	68,000	-	-	-	1,504,000	1,053,000	-	297,000	154,000	-
Transit Services	14,915,000	-	11,104,000	-	356,000	-	3,455,000	2,453,000	-	652,000	350,000	-
Recreation and Parks Services	79,594,000	-	65,000	3,280,000	-	-	76,249,000	72,436,000	3,812,000	-	-	-
Library Services	14,555,000	-	30,000	-	-	-	14,525,000	13,798,000	726,000	-	-	-
Stormwater Management Services	968,000	-	75,000	-	-	-	893,000	625,000	-	176,000	92,000	-
Growth-Related Studies	4,341,000	81,000	315,000	-	1,500,000	-	2,445,000	2,056,000	69,000	211,000	110,000	-
<b>Sub-total (2028-2036)</b>	<b>175,639,000</b>	<b>81,000</b>	<b>31,033,000</b>	<b>4,428,000</b>	<b>1,856,000</b>	<b>-</b>	<b>138,243,000</b>	<b>119,841,000</b>	<b>4,607,000</b>	<b>9,065,000</b>	<b>4,728,000</b>	
<b>Total Expenditures &amp; Revenues</b>	<b>385,637,000</b>	<b>448,000</b>	<b>65,496,000</b>	<b>7,883,000</b>	<b>5,048,000</b>	<b>3,782,000</b>	<b>302,982,000</b>	<b>254,769,000</b>	<b>8,525,000</b>	<b>26,092,000</b>	<b>13,593,000</b>	

The non-D.C. recoverable cost over the five-year D.C. by-law term totals \$41.5 million. Of this amount \$38.3 million reflects deductions for benefit to existing development, grants, subsidies and other contributions, and other deductions. These costs will need to be contributed from taxes, user fees, or other non-D.C. sources. With respect to the post period benefit amount of \$3.2 million, it will be interim financed by non-D.C. sources and subsequently considered in future D.C. studies to reflect the portion of capital that benefits growth in that period.

8. The Town's municipal-wide D.C. currently in effect for single detached dwelling units is \$20,466. The non-residential charges are \$25.40 per sq.m. for industrial development and \$78.38 per sq.m. for non-industrial development.

This report has undertaken a calculation of the charges based on the increase in needs for services arising from new development as presented in Table ES-2. Consistent with the Town's current approach, charges are provided on a Town-wide basis for all services. The corresponding single detached unit charge is calculated at \$32,070. The non-residential charge is \$34.44 per sq.m. for industrial development and \$95.59 per sq.m. for non-industrial development. These rates are submitted to Council for its consideration.



Table ES-2  
Schedule of Charges

Service/Class of Service	RESIDENTIAL : Single and Semi-Detached Dwelling	RESIDENTIAL : Multiples - 3 Bedrooms +	RESIDENTIAL : Multiples - Less than 3 Bedrooms	RESIDENTIAL : Apartments - 2 Bedrooms +	RESIDENTIAL : Apartments - Bachelor and 1 Bedroom	RESIDENTIAL : Special Care/Special Dwelling Units	NON-RESIDENTIAL : Industrial (per m <sup>2</sup> of Gross Floor Area)	NON-RESIDENTIAL : Non-Industrial (per m <sup>2</sup> of Gross Floor Area)
Transportation Services	\$9,519	\$6,695	\$4,500	\$4,910	\$3,620	\$2,988	\$21.72	\$70.83
Fire Protection Services	\$1,321	\$929	\$624	\$681	\$502	\$414	\$3.01	\$9.83
Transit Services	\$540	\$380	\$255	\$279	\$206	\$170	\$1.12	\$3.70
Recreation and Parks Services	\$17,908	\$12,594	\$8,466	\$9,238	\$6,811	\$5,620	\$6.58	\$6.58
Library Services	\$2,269	\$1,596	\$1,073	\$1,170	\$863	\$712	\$0.83	\$0.83
Stormwater Management Services	\$86	\$60	\$41	\$44	\$33	\$27	\$0.20	\$0.64
Growth-Related Studies	\$427	\$300	\$202	\$220	\$162	\$134	\$0.97	\$3.17
<b>Total Municipal Wide Services/Class of Services</b>	<b>\$32,070</b>	<b>\$22,554</b>	<b>\$15,161</b>	<b>\$16,542</b>	<b>\$12,197</b>	<b>\$10,065</b>	<b>\$34.44</b>	<b>\$95.59</b>
<b>Total - Current</b>	<b>\$20,466</b>	<b>\$16,526</b>	<b>\$11,998</b>	<b>\$9,999</b>	<b>\$7,469</b>	<b>\$5,880</b>	<b>\$25.40</b>	<b>\$78.38</b>
Difference (\$)	\$11,604	\$6,028	\$3,163	\$6,543	\$4,728	\$4,185	\$9.03	\$17.21
Difference (%)	57%	36%	26%	65%	63%	71%	36%	22%

9. Considerations by Council – The background study represents the service needs arising from residential and non-residential growth over the forecast periods.

The following services are calculated based on an 14-year forecast:

- Transportation;
- Fire Protection;
- Recreation and Parks;
- Library;
- Stormwater Management; and
- Growth-Related Studies (class of service).

Transit services are calculated based on a 10-year forecast, as required under the D.C.A.

Council will consider the findings and recommendations provided in the report and, in conjunction with public input, approve such policies and rates it deems appropriate. These directions will refine the draft D.C. by-law which is appended in Appendix G. These decisions may include:

- adopting the charges and policies recommended herein;
- considering additional exemptions to the by-law; and



- considering reductions in the charge by class of development (obtained by removing certain services on which the charge is based and/or by a general reduction in the charge).



# Report



# Chapter 1

## Introduction





# 1. Introduction

## 1.1 Purpose of this Document

---

This background study has been prepared pursuant to the requirements of the Development Charges Act 1997 (s.10), and accordingly, recommends new Development Charges (D.C.s) and policies for the Town of Halton Hills (Town).

The Town retained Watson & Associates Economists Ltd. (Watson) to undertake the D.C. study process. Watson worked with senior staff of the Town and Council in preparing this D.C. analysis and the policy recommendations.

This D.C. background study, containing the proposed D.C. by-law, will be distributed to members of the public in order to provide interested parties with sufficient background information on the legislation, the study's recommendations, and an outline of the basis for these recommendations.

This report has been prepared, in the first instance, to meet the statutory requirements applicable to the Town's D.C. background study, as summarized in Chapter 4. It also addresses the forecast amount, type, and location of growth (Chapter 3), the requirement for "rules" governing the imposition of the charges (Chapter 7), and the proposed by-law to be made available as part of the approval process (Appendix G).

In addition, the report is designed to set out sufficient background on the legislation, the Town's current D.C. policy (Chapter 2) and the policies underlying the proposed by-law, to make the exercise understandable to interested parties. Finally, the D.C. background study addresses post-adoption implementation requirements (Chapter 8) which are critical to the successful application of the new policy.

The chapters in the report are supported by Appendices containing the data required to explain and substantiate the calculation of the charge. A full discussion of the statutory requirements for the preparation of a background study and calculation of a D.C. is provided herein.



## 1.2 Summary of the Process

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The public meeting required under Section 12 of the D.C.A. will be scheduled, at the earliest, two weeks after the posting of the D.C. background study and draft D.C. by-law on the Town's website. Its purpose is to present the background study and draft D.C. by-law to the public and to solicit public input on the matter. The public meeting is also being held to answer any questions regarding the study's purpose, methodology and the proposed modifications to the Town's D.C. by-law.

In accordance with the legislation, the background study and proposed D.C. by-law will be available for public review at least 60 days prior to by-law passage.

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

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

Table 1-1 outlines the study process to date and the proposed schedule to be followed with respect to the D.C. by-law adoption process.

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

Process Steps	Dates
1. Data collection, land valuation analysis, growth forecast development, capital needs assessment	May 2021 to September 2021
2. Presentation of approach, study process, and preliminary growth projections to Development Industry Stakeholders	September 15, 2021
3. Preparation of C.B.C. calculations presentation to Town Staff and Senior Management Team	September 2021 to February 2022
4. Council Workshop	February 22, 2022
5. Presentation of draft calculations to Development Industry Stakeholders	March 8, 2022



Process Steps	Dates
6. Release of D.C. Background Study and draft D.C. by-law available to public	April 15, 2022
7. Meeting of Council advertisement placed in newspaper(s)	April 7, 2022
8. Public Meeting of Council	May 2, 2022
9. D.C. By-law passage	July 4, 2022
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

### **1.3 Changes to the Development Charges Act, 1997: More Homes, More Choice Act (Bill 108), and the COVID-19 Economic Recovery Act (Bill 197)**

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On May 2, 2019, the Province introduced Bill 108 (*More Homes, More Choice Act*), which proposed changes to the D.C.A. The Bill was introduced as part of the province's "*More Homes, More Choice: Ontario's Housing Supply Action Plan*." The Bill received Royal Assent on June 6, 2019. While having received Royal Assent, many of the amendments to the D.C.A. would not come into effect until they are proclaimed by the Lieutenant Governor. On January 1, 2020, the following provisions were proclaimed:

- A D.C. for rental housing and institutional developments will pay the charge in six equal annual installments, with the first payment commencing on the date of occupancy. A D.C. for non-profit housing developments will pay the charge in 21 equal annual installments. A municipality may charge interest on the installments. Any unpaid D.C. amounts may be added to the property and collected as taxes.



- The determination of the D.C. for all developments occurring within two years of a Site Plan or Zoning By-law Amendment planning approval shall be determined based on the D.C.s in effect on the date the planning application was submitted. These provisions only apply to Site Plan and Zoning By-law Amendment planning applications received on or after January 1, 2020. Developments arising from planning application approvals not fitting these criteria, or if the building permit arising from these planning approvals is issued two-years or more after the planning application approval, the D.C. is determined based on the provisions of the D.C. by-law.

In early 2020, the Province released Bill 197 (*COVID-19 Economic Recovery Act*), an omnibus bill amending numerous statutes, including the D.C.A. and *Planning Act*. This Bill also revised some of the proposed amendments included in the *More Homes, More Choice Act*. The *COVID-19 Economic Recovery Act* received Royal Assent on July 21, 2020 and was proclaimed on September 18, 2020. The following provides a summary of the additional changes to the D.C.A. that are now in effect:

#### List of D.C. Eligible Services

The D.C.A. previously defined ineligible services for D.C.s. The amendments to the D.C.A. now defined the services that are eligible for inclusion in a D.C. by-law. The following summarizes the D.C. eligible services:

- Water supply services, including distribution and treatment services;
- Wastewater services, including sewers and treatment services;
- Storm water drainage and control services;
- Services related to a highway;
- Electrical power services;
- Toronto-York subway extension, as defined in subsection 5.1 (1);
- Transit services other than the Toronto-York subway extension;
- Waste diversion services;
- Policing services;
- Fire protection services;
- Ambulance services;
- Library Services;
- Long-term care services;



- Parks and recreation services (excluding the acquisition of land for parks);
- Public health services;
- Childcare and early years services;
- Housing services;
- *Provincial Offences Act* services;
- Services related to emergency preparedness;
- Services related to airports, but only in the Regional Municipality of Waterloo;  
and
- Additional services as prescribed.

### Removal of 10% Statutory Deduction

The D.C.A. previously required a 10% statutory deduction for all services not specifically identified in s.s. 5 (5) of the D.C.A. (i.e. soft services). This had the effect of categorizing D.C. eligible services into two groups, i.e. 90% D.C. recoverable services, and 100% D.C. recoverable services. The amendments to the D.C.A. remove the 10% statutory deduction for soft services.

### Classes of D.C. Services

As noted above the D.C.A. categorized services generally into two categories. The amended D.C.A. repeals these provisions and provides the following:

- A D.C. by-law may provide for any eligible service or capital cost related to any eligible service to be included in a class, set out in the by-law.
- A class may be composed of any number or combination of services and may include parts or portions of the eligible services or parts or portions of the capital costs in respect of those services.
- A D.C. by-law may provide for a class consisting of studies in respect of any eligible service whose capital costs are described in paragraphs 5 and 6 of s. 5 of the D.C.A.
- A class of service set out in the D.C. by-law is deemed to be a single service with respect to reserve funds, use of monies, and credits.



## Statutory Exemptions

The D.C.A. provides for statutory exemptions from payment of D.C.s where the development is creating additional residential dwelling units within prescribed classes of existing residential buildings or structures. This statutory exemption has been expanded to include secondary residential dwelling units, in prescribed classes, that are ancillary to existing residential buildings. Furthermore, additional statutory exemptions are provided for the creation of a second dwelling unit in prescribed classes of proposed new residential buildings, including structures ancillary to new dwellings.

## Transition

Services, other than those described in paragraphs 1 to 10 of subsection 2 (4) of the D.C.A. (i.e. soft services) within an existing D.C. by-law can remain in effect, even if the by-law expires, until the earlier of the day the by-law is repealed, the day the municipality passes a Community Benefits Charge by-law under subsection 37 (2) of the *Planning Act*, or the specified date. The specified date is September 18, 2022.

## **1.4 Other Legislative Changes**

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Bill 213, the *Better for People, Smarter for Business Act*, received Royal Assent and came into effect on December 8, 2020. This Bill amended the *Ministry of Training, Colleges and Universities Act* to provide an exemption from the payment of D.C.s for universities. Specifically, the Act states:

“Land vested in or leased to a university that receives regular and ongoing operating funds from the government for the purposes of post-secondary education is exempt from development charges imposed under the *Development Charges Act*, 1997 if the development in respect of which development charges would otherwise be payable is intended to be occupied and used by the university.”





# Chapter 2

## Current Town of Halton Hills D.C. Policy



## 2. Current Town of Halton Hills D.C. Policy

### 2.1 By-law Enactment

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On September 28, 2017, the Town passed By-law 2017-0049 under the Development Charges Act, 1997, as amended (D.C.A.). By-law 2017-0049 was subsequently amended by By-law 2017-0073. The by-law came into effect on September 1, 2017, and is set to expire on August 30, 2022. By-law 2017-0049, as amended, imposes uniform municipal-wide D.C.s for all services.

### 2.2 Services Covered

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The following Town-wide services are included under By-law 2017-0049, as amended:

- Transportation;
- Fire Protection;
- Transit;
- Parking;
- Recreation and Parks;
- Stormwater Management;
- Library; and
- Administration Studies.

### 2.3 Timing of D.C. Calculation and Payment

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Calculation and payment of D.C.s are due and payable at the time of building permit issuance for the development. The By-law also allows the Town to enter into payment agreements with owners to accelerate or delay payments.

### 2.4 Indexing

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The by-law provides for annual indexing of the charges on April 1<sup>st</sup> of each year. Table 2-1 provides the charges currently in effect, for residential and non-residential development types, as well as the breakdown of the charges by service. The Town's current D.C.s are presented in Table 2-1.



Table 2-1  
Town of Halton Hills  
Current Development Charges (2022\$)

**Residential**

Service	Single and Semi-Detached Dwelling	Multiples - 3 Bedrooms +	Multiples - Less than 3 Bedrooms	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Special Care/Special Dwelling Units
Transportation Services	\$7,691	\$6,210	\$4,509	\$3,757	\$2,806	\$2,210
Fire Protection Services	\$582	\$470	\$341	\$284	\$212	\$167
Transit Services	\$21	\$17	\$12	\$11	\$8	\$5
Parking Services	\$59	\$47	\$34	\$29	\$21	\$17
Recreation and Parks Services	\$10,036	\$8,104	\$5,884	\$4,903	\$3,662	\$2,884
Library Services	\$1,331	\$1,075	\$780	\$651	\$486	\$382
Administration Studies	\$514	\$415	\$302	\$252	\$188	\$147
Stormwater Management	\$233	\$188	\$137	\$113	\$86	\$67
<b>Total Municipal Wide Services</b>	<b>\$20,466</b>	<b>\$16,526</b>	<b>\$11,998</b>	<b>\$9,999</b>	<b>\$7,469</b>	<b>\$5,880</b>

**Non-Residential**

Service	Industrial (per m <sup>2</sup> of G.F.A.)	Non-Industrial (per m <sup>2</sup> of G.F.A.)
Transportation Services	\$18.47	\$62.79
Fire Protection Services	\$1.40	\$4.75
Transit Services	\$0.05	\$0.18
Parking Services	\$0.15	\$0.50
Recreation and Parks Services	\$3.06	\$3.06
Library Services	\$0.41	\$0.41
Administration Studies	\$1.27	\$4.69
Stormwater Management	\$0.59	\$2.00
<b>Total Municipal Wide Services</b>	<b>\$25.40</b>	<b>\$78.38</b>

## 2.5 Redevelopment Credits

D.C. credits for residential and non-residential redevelopments, are provided for demolition and conversions of development. The demolition credit is allowed only if the land was improved by occupied structures, and if the demolition permit related to the site was issued less than 60 months (5 years) prior to the issuance of a building permit.



## 2.6 Exemptions

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The Town's existing D.C. by-law includes statutory exemptions from payment of D.C.s with respect to:

- industrial building additions of up to and including 50% of the existing gross floor area (defined in O. Reg. 82/98, s.1) of the building; for industrial building
- additions which exceed 50% of the existing gross floor area, only the portion of the addition in excess of 50% is subject to development charges (s.4(3));
- buildings or structures owned by and used for the purposes of any Municipality, local board or Board of Education (s.3);
- residential development that results in only the enlargement of an existing dwelling unit, or that results only in the creation of up to two additional dwelling units (based on prescribed limits set out in s.2 of O. Reg. 82/98).

The D.C. by-law also provides non-statutory exemptions from payment of D.C.s with respect to:

- A place of worship and land used in connection therewith, if exempt from taxation under section 3 of the *Assessment Act*, R.S.O. 1990, c. A31 as amended;
- A public hospital;
- A non-residential building in connection with an agriculture use including “farm help quarters” for farming operation workers and farm storage structures;
- Charities, non-profit, and not-for-profit organizations may apply to Council to seek relief from D.C.s if they meet the following criteria:
  - the Building must be used for the exclusive or intended use of the organization;
  - the organization must have a valid registration number;
  - the organization must have been in existence for a period of at least three (3) years immediately prior to the application;
  - the organization must be willing to sign an undertaking under seal agreeing that it will pay the D.C. s if the property ownership is transferred to a non-charitable organization within three (3) years of the date of the building permit issuance, unless the transfer is part of the agreed upon business or purpose of the organization; and



- the use of the building must be directly related to the core business or purpose of the organization.
- Temporary residential unit or temporary non-residential unit where the owner signs an undertaking under seal to remove the structure within three (3) years after the date of issuance of the building permit.
- Enlargement of the gross floor area of an existing industrial building that has been in operation and under the same ownership for a period of more than five (5) years immediately prior to the application respecting the enlargement.
- Where the redevelopment involves a conversion from a non-residential, non-retail development to a retail development, the incremental D.C. amount prescribed under the conversion credit policies will be exempt if the non-retail total floor area being converted to a retail development is less than or equal to three thousand square feet.
- Partial exemption for non-residential developments or the non-residential portion of mixed-use development based on the amount of lot coverage:
  - 50% exemption applied to the portion of the total floor area of the non-residential portion of a development that is between 1 and 1.5 times the lot area; and
  - 75% exemption for the portion of the total floor area of the non-residential portion of a development that is greater than 1.5 times the lot area.



# Chapter 3

## Anticipated Development in the Town of Halton Hills





## 3. Anticipated Development in the Town of Halton Hills

### 3.1 Requirement of the Act

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Chapter 4 provides the methodology for calculating a D.C. as per the D.C.A. Figure 4-1 presents this methodology graphically. It is noted in the first box of the schematic that in order to determine the D.C. that may be imposed, it is a requirement of Section 5 (1) of the D.C.A. that “the anticipated amount, type and location of development, for which development charges can be imposed, must be estimated.”

The growth forecast contained in this chapter (with supplemental tables in Appendix A) provides for the anticipated development for which the Town of Halton Hills will be required to provide services, over a 10-year (mid-2022 to mid-2032) and longer-term (mid-2022 to mid-2036) time horizon.

### 3.2 Basis of Population, Household and Non-Residential Gross Floor Area Forecast

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The D.C. growth forecast has been derived by Watson. In preparing the growth forecast, the following information sources were consulted to assess the residential and non-residential development potential for the Town over the forecast period, including:

- Region of Halton Integrated Growth Management Study, 2018;
- Region of Halton Official Plan Amendment 38, 2011;
- Region of Halton Best Planning Estimates of Population, Occupied Dwelling Units and Employment, 2011 – 2031, June 2011;
- 2006, 2011 and 2016 population, household, and employment Census data;
- Historical residential building permit data over the 2011 to 2021 July year-to-date period;
- Residential and non-residential supply opportunities as identified by the Town of Halton Hills staff; and
- Discussions with Town staff regarding anticipated residential and non-residential development in the Town of Halton Hills.

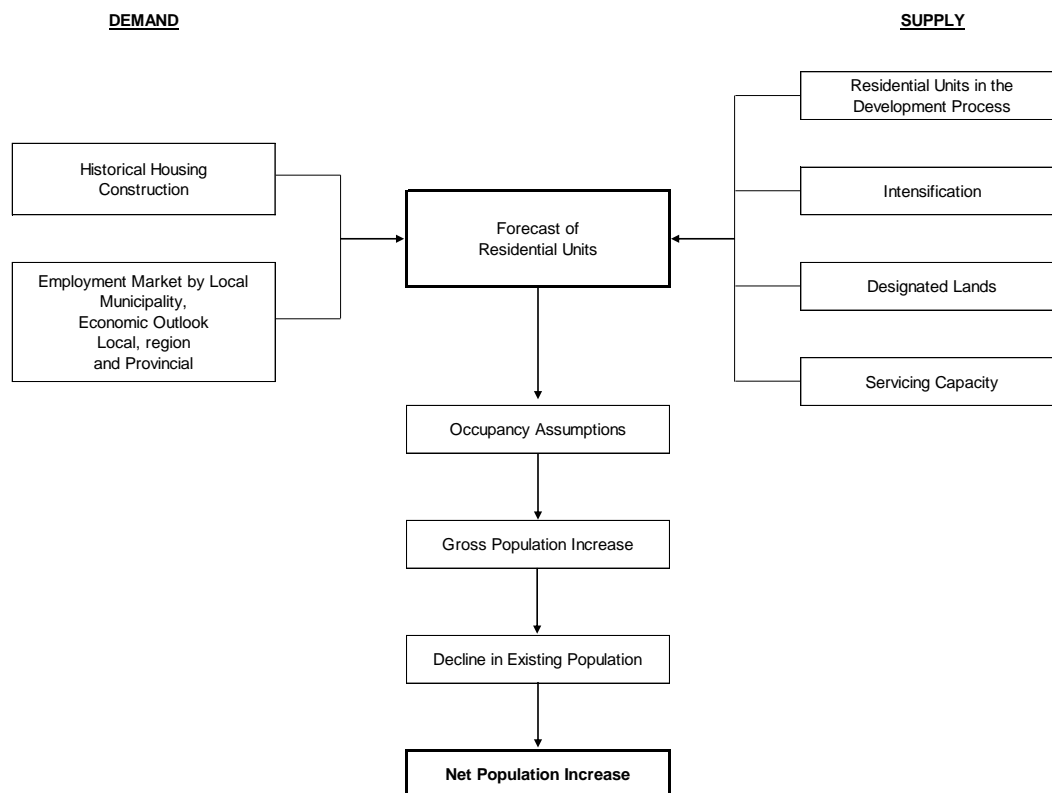


### 3.3 Summary of Growth Forecast

A detailed analysis of the residential and non-residential growth forecasts is provided in Appendix A and the methodology employed is illustrated in Figure 3-1. The discussion provided herein summarizes the anticipated growth for the Town of Halton Hills and describes the basis for the forecast. The results of the residential growth forecast analysis are summarized in Table 3-1 below, and *Schedule 1* in Appendix A.

As identified in Table 3-1 and Appendix A, *Schedule 1*, population in Halton Hills is anticipated to reach approximately 83,820 by mid-2032 and 91,890 by mid-2036, resulting in an increase of approximately 19,820 and 27,880 persons, respectively. <sup>[1]</sup>

Figure 3-1  
Population and Household Forecast Model



[1] The population figures used in the calculation of the 2022 D.C. exclude the net Census undercount, which is estimated at approximately 3.0%.



**Table 3-1  
Town of Halton Hills  
Residential Growth Forecast Summary**

	Year	Population (Including Census Undercount) <sup>[1]</sup>	Excluding Census Undercount			Housing Units					Persons Per Unit (P.P.U.): Total Population/ Total Households
			Population	Institutional Population	Population Excluding Institutional Population	Singles & Semi- Detached	Multiple Dwellings <sup>[2]</sup>	Apartments <sup>[3]</sup>	Other	Total Households	
Historical	Mid 2006	56,940	55,289	999	54,290	14,735	1,945	2,040	100	18,820	2.938
	Mid 2011	60,770	59,008	1,063	57,945	15,835	2,394	1,999	33	20,261	2.912
	Mid 2016	62,990	61,161	961	60,200	16,360	2,590	2,110	30	21,090	2.900
Forecast	Mid 2022	65,910	64,001	1,015	62,986	17,097	2,763	2,674	30	22,564	2.836
	Mid 2027	73,540	71,404	1,136	70,268	17,966	3,945	3,744	30	25,685	2.780
	Mid 2032	86,330	83,823	1,322	82,501	19,875	5,637	4,812	30	30,353	2.762
	Mid 2036	94,630	91,885	1,446	90,439	21,098	6,706	5,567	30	33,401	2.751
Incremental	Mid 2006 - Mid 2011	3,830	3,719	64	3,655	1,100	449	-41	-67	1,441	
	Mid 2011 - Mid 2016	2,220	2,153	-102	2,255	525	196	111	-3	829	
	Mid 2016 - Mid 2022	2,920	2,840	54	2,786	737	173	564	0	1,474	
	Mid 2022 - Mid 2027	7,630	7,403	121	7,282	869	1,182	1,070	0	3,121	
	Mid 2022 - Mid 2032	20,420	19,822	307	19,515	2,778	2,874	2,138	0	7,789	
	Mid 2022 - Mid 2036	28,720	27,884	431	27,453	4,001	3,943	2,893	0	10,837	

[1] Census undercount estimated at approximately 3.0%.

[2] Includes townhouses and apartments in duplexes.

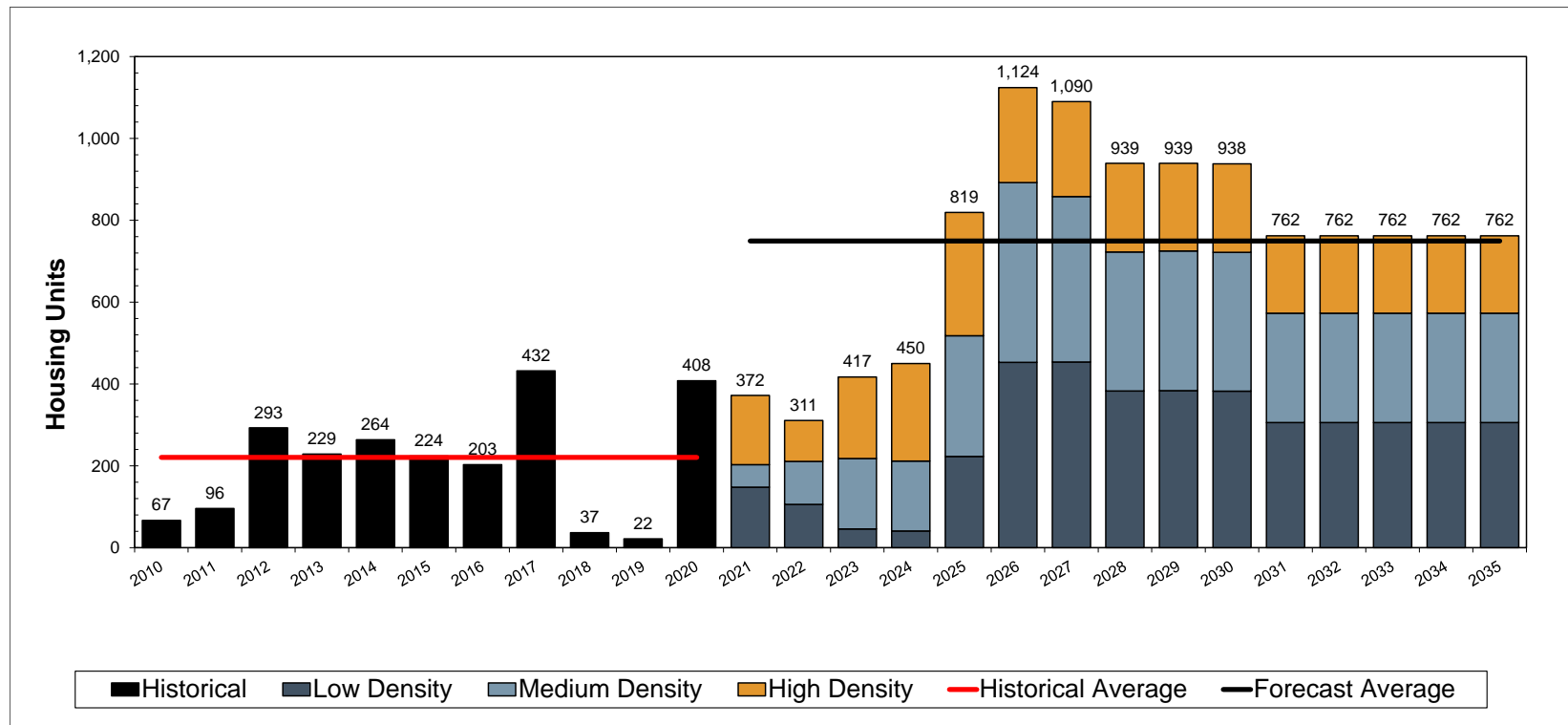
[3] Includes bachelor, 1-bedroom, and 2-bedroom+ apartment units.

Note: Population including the Census undercount has been rounded.

Source: Short-term forecast derived from information provided by the Town of Halton Hills, long-term forecast derived from Region of Halton Integrated Growth Management Study (2018), Regional Official Plan Amendment 38 (2011), and Best Planning Estimates of Population, Occupied Dwelling Units and Employment, 2011-2031 (2011) forecast for the Town of Halton Hills by Watson & Associates Economists Ltd., 2021.



Figure 3-2  
Town of Halton Hills  
Annual Housing Forecast<sup>[1]</sup>



[1] Growth forecast represents calendar year.  
Source: Historical housing activity derived from Town of Halton Hills building permit data, 2011 to 2020.



Provided below is a summary of the key assumptions and findings regarding Town of Halton Hills D.C. growth forecast:

#### 1. Housing Unit Mix (Appendix A – Schedules 1 and 5)

- The housing unit mix for the Town was derived from a detailed review of historical development activity (as per Schedule 5), as well as active residential development applications and discussions with Town staff regarding anticipated development trends for Halton Hills.
- Based on the above indicators, the mid-2022 to mid-2036 household growth forecast for the Town is comprised of a unit mix of 37% low density units (single detached and semi-detached), 36% medium density (multiples except apartments) and 27% high density (bachelor, 1-bedroom and 2-bedroom apartments).

#### 2. Geographic Location of Residential Development (Appendix A – Schedule 2)

- Schedule 2 summarizes the anticipated amount, type, and location of development by servicing area for the Town of Halton Hills.
- In accordance with forecast demand and available land supply, the amount and percentage of forecast housing growth between mid-2022 to mid-2036 by development type is summarized below.



Development Location	Approximate Amount of Housing Growth, mid-2022 to mid-2036	Percentage of Housing Growth, mid-2022 to mid-2036
Vision Georgetown	6,650	61%
Georgetown Designated Greenfield Area (Excludes Vision Georgetown)	1,060	10%
Georgetown Built Boundary	2,860	27%
Acton	140	1%
Hamlets and Other Rural Lands	130	1%
<b>Town of Halton Hills Total</b>	<b>10,840</b>	<b>100%</b>

### 3. Planning Period

- Short- and longer-term time horizons are required for the D.C. process. The D.C.A. limits the planning horizon for transit services to a 10-year planning horizon. All other services can utilize a longer planning period if the municipality has identified the growth-related capital infrastructure needs associated with the longer-term growth planning period.

### 4. Population in New Housing Units (Appendix A - Schedules 3, 4 and 5)

- The number of housing units to be constructed by 2032 in the Town of Halton Hills over the forecast period is presented in Figure 3-2. Over the mid-2022 to mid-2036 forecast period, the Town is anticipated to average 774 new housing units per year.
- Institutional population<sup>[2]</sup> is anticipated to increase by approximately 430 people between mid-2022 to mid-2036.

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<sup>[2]</sup> Institutional population largely includes special care facilities such as nursing home or residences for senior citizens. A P.P.U. of 1.100 depicts 1-bedroom and 2- or more bedroom units in collective households.



- Population in new units is derived from Schedules 3, 4, and 5, which incorporate historical development activity, anticipated units (see unit mix discussion) and average persons per unit (P.P.U.) by dwelling type for new units.
- Schedule 7a summarizes the average P.P.U. assumed for new housing units by age and type of dwelling based on Statistics Canada 2016 custom Census data for the Town of Halton Hills. Due to data limitations, high density P.P.U. data was derived from Halton Region, which includes the Town of Halton Hills, and is outlined in Schedule 7b. 15-year average P.P.U.s by dwelling type are as follows:
  - Low density: 3.505
  - Medium density: 2.354
  - High density<sup>[3]</sup>: 1.637

#### 5. Existing Units and Population Change (Appendix A - Schedules 3, 4 and 5)

- Existing households for mid-2022 are based on the 2016 Census households, plus estimated residential units constructed between mid-2016 and end of year 2021, assuming a 6-month lag between construction and occupancy (see Schedule 3).
- The decline in average occupancy levels for existing housing units is calculated in Schedules 3 through 5, by aging the existing population over the forecast period. The forecast population decline in existing households over the mid-2022 to mid-2036 forecast period is approximately 590.

#### 6. Employment (Appendix A, Schedules 9a, 9b, 9c)

- The employment projections provided herein are largely based on the activity rate method, which is defined as the number of jobs in the Town divided by the number of residents. Key employment sectors include primary, industrial, commercial/ population-related, institutional, and work at home, which are considered individually below.
- 2016 employment data<sup>[4]</sup> (place of work) for the Town of Halton Hills is outlined in Schedule 9a. The 2016 employment base is comprised of the following sectors:

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<sup>[3]</sup> Includes bachelor, 1-bedroom and 2- or more bedroom apartments.

<sup>[4]</sup> 2016 employment is based on Statistics Canada 2016 Place of Work Employment dataset by Watson & Associates Economists Ltd.



- 385 primary (2%);
  - 2,575 work at home employment (13%);
  - 5,710 industrial (28%);
  - 8,325 commercial/population related (41%); and
  - 3,435 institutional (17%).
- The 2016 employment by usual place of work, including work at home, is 20,430. An additional 2,770 employees have been identified for the Town in 2016 that have no fixed place of work (N.F.P.O.W.).<sup>[5]</sup>
  - Total employment, including work at home and N.F.P.O.W. for the Town is anticipated to reach approximately 37,060 by mid-2032 and 42,000 by mid-2036. This represents an employment increase of approximately 10,380 for the 10-year forecast period and 15,320 for the longer-term forecast period.
  - Schedule 9b, Appendix A, summarizes the employment forecast, excluding work at home employment and N.F.P.O.W. employment, which is the basis for the D.C. employment forecast. The impact on municipal services from work at home employees has already been included in the population forecast. The need for municipal services related to N.F.P.O.W. employees has largely been included in the employment forecast by usual place of work (i.e. employment and gross floor area generated from N.F.P.O.W. construction employment). Furthermore, since these employees have no fixed work address, they cannot be captured in the non-residential gross floor area (G.F.A.) calculation.
  - Total employment for the Town of Halton Hills (excluding work at home and N.F.P.O.W. employment) is anticipated to reach approximately 29,290 by mid-2032 and 32,870 by mid-2036. This represents an employment increase of approximately 8,190 for the 10-year forecast period and 11,780 for the longer-term forecast period.

## 7. Non-Residential Sq.ft. Estimates (G.F.A., Appendix A, Schedule 9b)

- Square footage estimates were calculated in Schedule 9b based on the following employee density assumptions:
  - 3,000 sq.ft. per employee for primary;

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<sup>[5]</sup> No fixed place of work is defined by Statistics Canada as "persons who do not go from home to the same work place location at the beginning of each shift". Such persons include building and landscape contractors, travelling salespersons, independent truck drivers, etc.





- 1,415 sq.ft. per employee for industrial;
- 400 sq.ft. per employee for commercial/population-related; and
- 510 sq.ft. per employee for institutional employment.
- The Town-wide incremental Gross Floor Area (G.F.A.) is anticipated to increase by 8.8 million sq.ft. over the 10-year forecast period and 12.7 million sq.ft. over the longer-term forecast period.
- In terms of percentage growth, the mid-2022 to mid-2036 incremental G.F.A. forecast by sector is broken down as follows:
  - primary – 0%;
  - industrial – 86%;
  - commercial/population-related – 10%; and
  - institutional – 4%.

#### 8. Geography of Non-Residential Development (Appendix A, Schedule 9c)

- Schedule 9c summarizes the anticipated amount, type and location of non-residential development by servicing area for the Town of Halton Hills by area.
- The amount and percentage of forecast total non-residential growth between mid-2022 to mid-2036 by development type is summarized below.

Development Location	Amount of Non-Residential G.F.A. (sq.ft.), mid-2022 to mid-2036	Percentage of Non-Residential G.F.A., mid-2022 to mid-2036
Vision Georgetown	388,400	3%
Georgetown Designated Greenfield Area (Excluding Vision Georgetown)	101,000	1%
Georgetown Built Boundary	273,900	2%
Acton	649,500	5%
Premiere Gateway	11,150,000	88%
Hamlets and Other Rural Areas	151,900	1%
<b>Town of Halton Hills Total</b>	<b>12,714,700</b>	<b>100%</b>



# Chapter 4

## The Approach to the Calculation of the Charge



## 4. The Approach to the Calculation of the Charge

### 4.1 Introduction

---

This chapter addresses the requirements of subsection 5 (1) of the D.C.A. with respect to the establishment of the need for service which underpins the D.C. calculation. These requirements are illustrated schematically in Figure 4-1.

### 4.2 Services Potentially Involved

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Table 4-1 lists the full range of municipal services that are provided within the Town.

A number of these services are defined in subsection 2 (4) of the D.C.A. as being ineligible for inclusion in D.C.s. These are shown as “ineligible” on Table 4-1. Two ineligible costs defined in subsection 5 (3) of the D.C.A. are “computer equipment” and “rolling stock with an estimated useful life of (less than) seven years.” In addition, local roads are covered separately under subdivision agreements and related means (as are other local services). Services that are potentially eligible for inclusion in the Town’s D.C. are indicated with a “Yes.”

### 4.3 Increase in the Need for Service

---

The D.C. calculation commences with an estimate of “the increase in the need for service attributable to the anticipated development,” for each service to be covered by the by-law. There must be some form of link or attribution between the anticipated development and the estimated increase in the need for service. While the need could conceivably be expressed generally in terms of units of capacity, subsection 5 (1) 3, which requires that Town Council indicate that it intends to ensure that such an increase in need will be met, suggests that a project-specific expression of need would be most appropriate.



Figure 4-1  
The Process of Calculating a Development Charge under the Act  
that must be followed

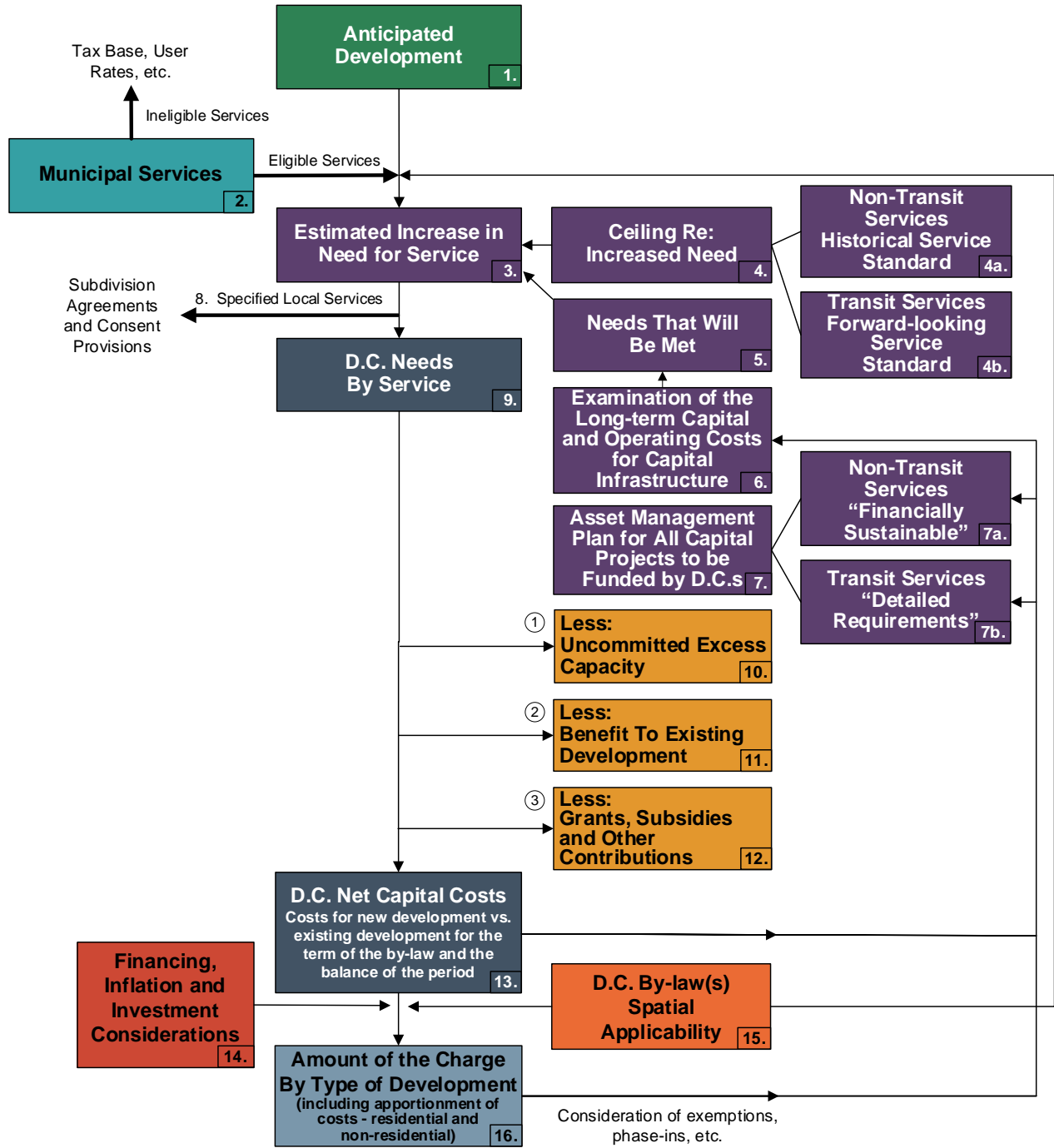




Table 4-1  
Categories of Municipal Services  
To Be Addressed as Part of the Calculation

Categories of Municipal Services	Inclusion in the D.C. Calculation	Service Components
1. Services Related to a Highway	Yes	1.1 Arterial roads
	Yes	1.2 Collector roads
	Yes	1.3 Bridges, Culverts and Roundabouts
	No	1.4 Local municipal roads
	Yes	1.5 Traffic signals
	Yes	1.6 Sidewalks and streetlights
	Yes	1.7 Active Transportation
	Yes	1.8 Works Yard
	Yes	1.9 Rolling stock <sup>[1]</sup>
2. Transit Services	Yes	2.1 Transit vehicles <sup>[1]</sup> & facilities
	Yes	2.2 Other transit infrastructure
3. Stormwater Drainage and Control Services	Yes	3.1 Main channels and drainage trunks
	Yes	3.2 Channel connections
	Yes	3.3 Retention/detention ponds
4. Fire Protection Services	Yes	4.1 Fire stations
	Yes	4.2 Fire Vehicles
	Yes	4.3 Fire Equipment
5. Parks and Recreation Services	Ineligible	5.1 Acquisition of land for parks, woodlots and E.S.A.s
	Yes	5.2 Development of area municipal parks, district parks, municipal-wide parks, special purpose parks
	Yes	5.3 Parks rolling stock <sup>[1]</sup> and yards
	Yes	5.4 Facilities, such as arenas, indoor pools, fitness facilities, community centres, etc. (including land)
	Yes	5.5 Recreation vehicles and equipment <sup>[1]</sup>



Categories of Municipal Services	Inclusion in the D.C. Calculation	Service Components
6. Services provided by a board within the meaning of the <i>Public Libraries Act</i>	Yes No Yes	6.1 Public library space (incl. furniture and equipment) 6.2 Library vehicles <sup>[1]</sup> 6.3 Library materials
7. Electrical Power Services	n/a n/a n/a	7.1 Electrical substations 7.2 Electrical distribution system 7.3 Electrical system rolling stock
8. Waste water services, including sewers and treatment services	n/a n/a n/a n/a	8.1 Treatment plants 8.2 Sewage trunks 8.3 Local systems 8.4 Vehicles and equipment <sup>[1]</sup>
9. Water supply services, including distribution and treatment services	n/a n/a n/a n/a	9.1 Treatment plants 9.2 Distribution systems 9.3 Local systems 9.4 Vehicles and equipment <sup>[1]</sup>
10. Waste Diversion Services	n/a n/a	10.1 Waste diversion facilities 10.2 Waste diversion vehicles and equipment <sup>[1]</sup>
11. Policing Services	n/a n/a n/a	11.1 Police detachments 11.2 Police rolling stock <sup>[1]</sup> 11.3 Small equipment and gear
12. Services Related to Long-Term Care	n/a n/a	12.1 Long-Term Care space 12.2 Vehicles <sup>[1]</sup>
13. Child Care and Early Years Programs and Services within the meaning of Part VI of the <i>Child Care and Early Years Act, 2014</i> and any related services.	n/a n/a	13.1 Childcare space 13.2 Vehicles <sup>[1]</sup>
14. Services Related to Public Health	n/a n/a	14.1 Public Health department space 14.2 Public Health department vehicles <sup>[1]</sup>
15. Housing Services	n/a	15.1 Social Housing space



Categories of Municipal Services	Inclusion in the D.C. Calculation	Service Components
16. Services related to proceedings under the <i>Provincial Offences Act</i>	n/a	16.1 P.O.A. space
17. Ambulance Services	n/a n/a	17.1 Ambulance station space 17.2 Vehicles <sup>[1]</sup>
18. Services Related to Emergency Preparedness	No No	18.1 Emergency Preparedness Space 18.2 Equipment
19. Services Related to Airports	n/a Ineligible	19.1 Airports (in the Regional Municipality of Waterloo) 19.2 Other Airports
20. Other	Yes  Yes	20.1 Studies in connection with acquiring buildings, rolling stock, materials and equipment, and improving land and facilities, including the D.C. background study cost 20.2 Interest on money borrowed to pay for growth-related capital

<sup>[1]</sup> with a 7+ year lifetime

<sup>[2]</sup> same percentage as service component to which it pertains

Eligibility for Inclusion in the D.C. Calculation	Description
Yes	Municipality provides the service – service has been included in the D.C. calculation.
No	Municipality provides the service – service has not been included in the D.C. calculation.
n/a	Municipality does not provide the service.
Ineligible	Service is ineligible for inclusion in the D.C. calculation.



## 4.4 Local Service Policy

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Some of the need for services generated by additional development consists of local services related to a plan of subdivision. As such, they will be required as a condition of subdivision agreements or consent conditions. The Town's Local Service Policy is included in Appendix E.

## 4.5 Capital Forecast

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Paragraph 7 of s.s.5(1) of the D.C.A. requires that, “the capital costs necessary to provide the increased services must be estimated.” The Act goes on to require two potential cost reductions and the Regulation sets out the way in which such costs are to be presented. These requirements are outlined below.

These estimates involve capital costing of the increased services discussed above. This entails costing actual projects or the provision of service units, depending on how each service has been addressed.

The capital costs include:

- costs to acquire land or an interest therein (including a leasehold interest);
- costs to improve land;
- costs to acquire, lease, construct or improve buildings and structures;
- costs to acquire, lease or improve facilities including rolling stock (with a useful life of 7 or more years), furniture and equipment (other than computer equipment), materials acquired for library circulation, reference or information purposes;
- interest on money borrowed to pay for the above-referenced costs;
- costs to undertake studies in connection with the above-referenced matters; and
- costs of the D.C. background study.

In order for an increase in need for service to be included in the D.C. calculation, municipal council must indicate “...that it intends to ensure that such an increase in need will be met” (s.s.5(1)3). This can be done if the increase in service forms part of a Council-approved Official Plan, capital forecast or similar expression of the intention of





Council (O. Reg. 82/98 s.3). The capital program contained herein reflects the Town's approved capital budget and forecast, and post D.C. background studies.

## **4.6 Treatment of Credits**

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Section 8 para. 5 of O. Reg. 82/98 indicates that a D.C. background study must set out, "the estimated value of credits that are being carried forward relating to the service." s.s.17 para. 4 of the same Regulation indicates that, "...the value of the credit cannot be recovered from future D.C.s," if the credit pertains to an ineligible service. This implies that a credit for eligible services can be recovered from future D.C.s. As a result, this provision should be made in the calculation, in order to avoid a funding shortfall with respect to future service needs.

The Town has outstanding D.C. credit obligations totaling \$1.39 million relating to the Vision Georgetown Secondary Plan which have been included in the D.C. calculations.

## **4.7 Classes of Services**

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Section 7 of the D.C.A. states that a D.C. by-law may provide for any D.C. eligible service or the capital costs with respect to those services. Further, a class may be composed of any number or combination of services and may include parts or portions of each D.C. eligible services. With respect to growth-related studies, Section 7(3) of the D.C.A. states that:

For greater certainty, a development charge by-law may provide for a class consisting of studies in respect of any service listed in subsection 2 (4) whose capital costs are described in paragraphs 5 and 6 of subsection 5 (3).

These provisions allow for services to be grouped together to create a class for the purposes of the D.C. by-law and D.C. reserve funds. The D.C. calculations and draft by-law provided herein include a class of services titled growth-related studies. This class is comprised of studies to inform the following municipal services herein.



## 4.8 Eligible Debt and Committed Excess Capacity

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Section 66 of the D.C.A. states that for the purposes of developing a D.C. by-law, a debt incurred with respect to an eligible service may be included as a capital cost, subject to any limitations or reductions in the Act. Similarly, s.18 of O. Reg. 82/98 indicates that debt with respect to an ineligible service may be included as a capital cost, subject to several restrictions.

In order for such costs to be eligible, two conditions must apply. First, they must have funded excess capacity which is able to meet service needs attributable to the anticipated development. Second, the excess capacity must be “committed,” that is, either before or at the time it was created, Council must have expressed a clear intention that it would be paid for by D.C.s or other similar charges. For example, this may have been done as part of previous D.C. processes.

In this regard, the D.C. capital program contained in Chapter 5 include outstanding debt payments for committed capital loans and debentures, as well as interfund loans which reflect interim financing provided by the Town to fund growth-related capital projects (including commitments) due to D.C. revenue shortfalls. These costs have been included on a net present value basis to reflect anticipated indexing of the D.C. The annual interest rate for net present value calculation purposes is 3%.

## 4.9 Existing Reserve Funds

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Section 35 of the D.C.A. states that:

“The money in a reserve fund established for a service may be spent only for capital costs determined under paragraphs 2 to 8 of subsection 5(1).”

There is no explicit requirement under the D.C.A. calculation method set out in s.s.5(1) to net the outstanding reserve fund balance as part of making the D.C. calculation; however, s.35 does restrict the way in which the funds are used in future.

The Town’s uncommitted D.C. Reserve Funds balances, by service, represent the best information available at the time of preparing this Study. The balances, which are presented in Table 4-2 below have been adjusted to account for actual revenues received to February 28, 2022 and a provision for revenues to mid-2022 based on the



growth forecast estimates. In addition, the DC reserve fund balances include approximately \$313,000 of corrections (credit) in previously reported balances

These balances have been applied against the D.C. recoverable capital costs in the determination of the charge.

Table 4-2  
Town of Halton Hills  
Estimated D.C. Reserve Funds Balances (as at mid-year 2022)

Service	Opening Balance (January 2022)	Adjustments	Estimated Collections (January to June 2022)	Estimated Reserve Fund Balance (July 1, 2022)	Interfund Loan
Transportation Services	\$427,350	\$66,403	\$1,590,177	\$2,083,930	\$469,921
Transit Services	\$6,508	\$0	\$4,410	\$10,918	\$0
Parking Services	\$0	\$0	\$12,527	\$12,526	\$274,354
Fire Protection Services	\$0	\$615	\$120,409	\$121,024	\$1,301,480
Recreation and Parks Services	\$0	\$240,420	\$835,291	\$1,075,711	\$19,227,952
Library Services	\$0	\$1,325	\$110,742	\$112,067	\$1,156,518
Growth Studies	\$0	\$4,655	\$111,424	\$116,079	\$1,385,200
Stormwater Management	\$0	\$0	\$49,873	\$49,873	\$665,257
<b>Total</b>	<b>\$433,858</b>	<b>\$313,417</b>	<b>\$2,834,852</b>	<b>\$3,582,127</b>	<b>\$24,480,683</b>

## 4.10 Deductions

The D.C.A. potentially requires that five deductions be made to the increase in the need for service. These relate to:

- the level of service ceiling;
- uncommitted excess capacity;
- benefit to existing development; and
- anticipated grants, subsidies and other contributions.

The requirements behind each of these reductions are addressed as follows:

### **4.10.1 Reduction Required by Level of Service Ceiling**

This is designed to ensure that the increase in need included in 4.3 does "...not include an increase that would result in the level of service (for the additional development



increment) exceeding the average level of the service provided in the Municipality over the 10-year period immediately preceding the preparation of the background study...”

O. Reg. 82.98 (s.4) goes further to indicate that, “...both the quantity and quality of a service shall be taken into account in determining the level of service and the average level of service.”

In many cases, this can be done by establishing a quantity measure in terms of units as floor area, land area or road length per capita, and a quality measure in terms of the average cost of providing such units based on replacement costs, engineering standards or recognized performance measurement systems, depending on circumstances. When the quantity and quality factor are multiplied together, they produce a measure of the level of service, which meets the requirements of the Act, i.e. cost per unit.

The average service level calculation sheets for each service component in the D.C. calculation are set out in Appendix B.

#### ***4.10.2 Reduction for Uncommitted Excess Capacity***

Paragraph 5 of s.s.5(1) requires a deduction from the increase in the need for service attributable to the anticipated development that can be met using the Municipality’s “excess capacity,” other than excess capacity which is “committed” (discussed above in 4.6).

“Excess capacity” is undefined, but in this case, must be able to meet some or all of the increase in need for service, in order to potentially represent a deduction. The deduction of uncommitted excess capacity from the future increase in the need for service, would normally occur as part of the conceptual planning and feasibility work associated with justifying and sizing new facilities, e.g. if a road widening to accommodate increased traffic is not required because sufficient excess capacity is already available, then widening would not be included as an increase in need, in the first instance.

#### ***4.10.3 Reduction for Benefit to Existing Development***

Section 5(1)6 of the D.C.A. provides that, “The increase in the need for service must be reduced by the extent to which an increase in service to meet the increased need would



benefit existing development.” The general guidelines used to consider benefit to existing development included the following:

- the repair or unexpanded replacement of existing assets that are in need of repair;
- an increase in average service level of quantity or quality (compare water as an example);
- the elimination of a chronic servicing problem not created by growth; and
- providing services where none previously existed (generally considered for water or wastewater services).

This step involves a further reduction in the need, by the extent to which such an increase in service would benefit existing development. The level of services cap in 4.10.1 is related but is not the identical requirement. Sanitary, storm and water trunks are highly localized to growth areas and can be more readily allocated in this regard than other services such as services related to a highway, which do not have a fixed service area.

Where existing development has an adequate service level which will not be tangibly increased by an increase in service, no benefit would appear to be involved. For example, where expanding existing library facilities simply replicates what existing residents are receiving, they receive very limited (or no) benefit as a result. On the other hand, where a clear existing service problem is to be remedied, a deduction should be made accordingly.

In the case of services such as recreation facilities, community parks, libraries, etc., the service is typically provided on a Town-wide system basis. For example, facilities of the same type may provide different services (i.e. leisure pool vs. competitive pool), different programs (i.e. hockey vs. figure skating) and different time availability for the same service (i.e. leisure skating available on Wednesday in one arena and Thursday in another). As a result, residents will travel to different facilities to access the services they want at the times they wish to use them, and facility location generally does not correlate directly with residence location. Even where it does, displacing users from an existing facility to a new facility frees up capacity for use by others and generally results in only a very limited benefit to existing development. Further, where an increase in demand is not met for a number of years, a negative service impact to existing development is involved for a portion of the planning period.



#### **4.10.4 Reduction for Anticipated Grants, Subsidies, and Other Contributions**

This step involves reducing the capital costs necessary to provide the increased services by capital grants, subsidies and other contributions made or anticipated by Council and in accordance with various rules such as the attribution between the share related to new vs. existing development O. Reg. 82.98, s.6. Where grant programs do not allow funds to be applied to growth-related capital needs, the proceeds can be applied to the non-growth share of the project exclusively. Moreover, Canada Community-Building Fund revenues are typically used to fund non-growth-related works or the non-growth share of D.C. projects, given that the contribution is not being made in respect of particular growth-related capital projects.

#### **4.11 Town-Wide vs. Area Rating**

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This step involves determining whether all the subject costs are to be recovered on a uniform municipal-wide basis or whether some or all are to be recovered on an area-specific basis. Under the D.C.A., it is now mandatory to “consider” area-rating of services (providing charges for specific areas and services), however, it is not mandatory to implement area-rating. Further discussion is provided in section 7.3.8.

#### **4.12 Allocation of Development**

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This step involves relating the costs involved to anticipated development for each period under consideration and using allocations between residential and non-residential development and between one type of development and another, to arrive at a schedule of charges.



# Chapter 5

## Development Charge Eligible Cost Analysis by Service



## 5. Development Charge Eligible Cost Analysis by Service

This chapter outlines the basis for calculating development charge eligible costs for the development charges to be applied on a uniform basis. The required calculation process set out in s.5(1) paragraphs 2 to 8 in the D.C.A. and described in Chapter 4, was followed in determining D.C. eligible costs.

The nature of the capital projects and timing identified in this chapter reflects Council's current intention. However, over time, municipal projects and Council priorities change and, accordingly, Council's intentions may be modified, and different capital projects (and timing) may be required to meet the need for services required by new growth.

### 5.1 Service Levels and 10-Year Capital Costs for Municipality-wide D.C. Calculation

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This section evaluates the development-related capital requirements for all of the municipal-wide services assessed over a 10-year planning period.

#### 5.1.1 *Transit Services*

Ontario Regulation 82/98 sets forth the requirements for transit services and the available capacity of capital costs to provide for the increase in need. Subsection 8(2) of the regulation states that for transit services the background study shall set out:

1. "The calculations that were used to prepare the estimate for the planned level of service for the transit services, as mentioned in subsection 5.2 (3) of the Act.
2. An identification of the portion of the total estimated capital cost relating to the transit services that would benefit,
  - a) the anticipated development over the 10-year period immediately following the preparation of the background study, or
  - b) the anticipated development after the 10-year period immediately following the preparation of the background study.
3. An identification of the anticipated excess capacity that would exist at the end of the 10-year period immediately following the preparation of the background study.





4. An assessment of ridership forecasts for all modes of transit services proposed to be funded by the D.C. over the 10-year period immediately following the preparation of the background study, categorized by development types, and whether the forecasted ridership will be from existing or planned development.
5. An assessment of the ridership capacity for all modes of transit services proposed to be funded by the D.C. over the 10-year period immediately following the preparation of the background study.”

The Town’s Transit Service Strategy and the Town’s Specialized Transit Plan both considered demand for services to 2031, including a population of 91,885 and 42,000 jobs. These documents reflect the Town’s planned level of service for transit services. As discussed in Chapter 3, the Town’s population and employment growth will be delayed reaching the levels identified in the Transit Service Strategy to mid-2036.

Table 5-1 summarizes the ridership levels for conventional transit in the Transit Service Strategy. The table also provides the ridership for the 10-year forecast period derived from the Transit Service Strategy. The attribution to growth and existing development has been made on the basis of the ridership projection to mid-2032. Recognizing some of these trips would be as a result of existing constituents changing their mode preference, approximately 522,600 of the incremental trips (or 25%) are attributed to new development occurring over the forecast period.

**Table 5-1  
Conventional Transit Ridership Forecast**

**Transit Strategy - Fixed-Route Transit**

Year	Population	Employment	Population & Employment	Ridership (Level 4)	Ridership per Capita/Emp.
2016	57,922	20,744	78,666		
2020 (interpolated)	60,922	22,498	83,420	1,172,000	14.05
2021	61,672	22,936	84,608		
2024 (interpolated)	70,871	28,588	99,459	1,346,000	13.53
2026	77,003	32,356	109,359		
2028 (interpolated)	82,956	36,198	119,154	2,062,000	17.31
2031	91,885	41,962	133,847		

**DC Study**

Year	Population	Employment	Population & Employment	Ridership (Level 4)	Ridership per Capita/Emp.	Benefiting Development
2022	64,001	26,683	90,684	1,569,314	75%	Existing
2032	83,823	37,059	120,882	522,586	25%	New/Growth
<b>Total</b>				<b>2,091,900</b>	<b>100%</b>	

The Town’s Specialized Transit Plan provides ridership levels for the Town’s accessible ActiVan transit service. Table 5-2 summarizes the ridership levels and the allocation



between growth (in-period and post-period) and existing development for ActiVan transit service. Accounting for benefits to existing development and development beyond the forecast period, approximately 23% of trips are attributed to new development over the 10-year forecast period.

Table 5-2  
Activan Transit Ridership Forecast

**Specialized Transit Plan - ActiVan Transit**

Year	Population	Employment	Population & Employment	Ridership (ActiVan)	Ridership per
2016	57,922	20,744	78,666		
2020 (interpolated)	60,922	22,498	83,420	80,667	0.97
2021	61,672	22,936	84,608	81,333	0.96
2024 (interpolated)	70,871	28,588	99,459	73,000	0.73
2026	77,003	32,356	109,359	77,000	0.70
2028 (interpolated)	82,956	36,198	119,154	81,000	0.68
2031	91,885	41,962	133,847	86,000	0.64

**DC Study**

Year	Population	Employment	Population & Employment	Ridership (Level 4)	Ridership per Capita/Emp.	Benefitting Development
2022	64,001	26,683	90,684	58,267	68%	Existing
2032	83,823	37,059	120,882	19,403	23%	New/Growth (In-period)
2036	91,885	42,000	133,885	8,355	10%	New/Growth (Post-Period)
<b>Total</b>				<b>86,024</b>	<b>100%</b>	

The Town has identified requirements for additional vehicles, buses, on-board software and equipment, a new facility, and other transit infrastructure to meet the planned level of service. These capital needs and costs are presented in Table 5-3. The gross capital costs for the transit program are estimated at \$20.9 million. Approximately \$548,000 in capital costs have been deducted to recognize the benefit to growth beyond the 2032 forecast period. Additionally, \$15.3 million has been deducted for the benefit to existing development based on the allocation of future ridership within the planned level of service projections noted above. Grants, subsidies and other contributions of \$108,700 have also been applied in the determination of the D.C. recoverable capital costs.

In total approximately \$4.9 million in D.C. recoverable capital costs have been identified. The Town's uncommitted transit D.C. reserve fund balance of \$11,131 has been deducted from the calculation of the charge to reflect the amount to be collected from the 10-year forecast development. Based on the relationship of incremental population



to employment growth over the forecast period, these costs have been allocated 71% to residential development, 19% to industrial development, and 10% to non-industrial development.



**Table 5-3  
Infrastructure Costs Covered in the D.C. Calculation – Transit Services**

Prj. No	Town Project No.	Increased Service Needs Attributable to Anticipated Development  2022-2031	Timing (year)	Gross Capital Cost Estimate (2022\$)	Post Period Benefit	Net Capital Cost	Benefit to Existing Development	Less:	Potential D.C. Recoverable Cost			
								Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 71%	Industrial Share 19%	Non-Industrial Share 10%
		<b>Activan</b>										
1	6810-25-1601	New Activan Vehicles	2023	170,000	16,500	153,500	115,100		38,400	27,264	7,251	3,885
2	6810-25-1601	New Activan Vehicles	2024	250,000	24,300	225,700	169,300		56,400	40,044	10,650	5,706
3	6810-25-1601	New Activan Vehicles	2026	250,000	24,300	225,700	169,300		56,400	40,044	10,650	5,706
4	6810-25-1601	New Activan Vehicles	2029	500,000	48,600	451,400	338,700		112,700	80,017	21,282	11,401
5	6810-25-1601	New Activan Vehicles	2030	250,000	24,300	225,700	169,300		56,400	40,044	10,650	5,706
6	6810-10-2401	EV Chargers for Activan Vehicles	2024	280,000	27,200	252,800	189,700		63,100	44,801	11,916	6,383
7	6810-10-2401	EV Chargers for Activan Vehicles	2026	140,000	13,600	126,400	94,800		31,600	22,436	5,967	3,197
8	6810-10-2401	EV Chargers for Activan Vehicles	2028	140,000	13,600	126,400	94,800		31,600	22,436	5,967	3,197
9	6810-10-2401	EV Chargers for Activan Vehicles	2029	140,000	13,600	126,400	94,800		31,600	22,436	5,967	3,197
10	6810-10-2401	EV Chargers for Activan Vehicles	2030	140,000	13,600	126,400	94,800		31,600	22,436	5,967	3,197
11	6810-03-2401	Temporary EV Shelter	2024	500,000	48,600	451,400	338,700		112,700	80,017	21,282	11,401
12	6810-05-2201	Activan Transit On Vehicle Hardware/Software	2022-2025	240,000	23,300	216,700	162,600	4,732	49,368	35,051	9,322	4,994
13	6810-10-2501	Automated Fare System	2025	150,000	14,600	135,400	101,600		33,800	23,998	6,383	3,419
		<b>Conventional Transit</b>										
14	6810-25-0101	New Transit Vehicles	2025	750,000	-	750,000	562,600	35,973	151,427	107,513	28,595	15,319
15	6810-25-0101	New Transit Vehicles	2029	1,750,000	-	1,750,000	1,312,800		437,200	310,412	82,560	44,228
16	6810-25-0101	New Transit Vehicles	2033	750,000	187,400	562,600	562,600		-	-	-	-
17	6100-16-2106	Steeles Ave Corridor transit infrastructure	2022	100,000	-	100,000	75,000		25,000	17,750	4,721	2,529
18	6100-16-2106	Steeles Ave Corridor transit infrastructure	2027	70,000	-	70,000	52,500		17,500	12,425	3,305	1,770
19	6100-16-2106	Steeles Ave Corridor transit infrastructure	2028	70,000	-	70,000	52,500		17,500	12,425	3,305	1,770
20	6100-16-2106	Steeles Ave Corridor transit infrastructure	2033	70,000	17,500	52,500	52,500		-	-	-	-
21	6100-16-2106	Steeles Ave Corridor transit infrastructure	2034	70,000	-	70,000	52,500		17,500	12,425	3,305	1,770
22	6810-22-2001	Transit Facility Feasibility Study & Implementation	2026	200,000	-	200,000	150,000		50,000	35,500	9,442	5,058
23	6810-22-2001	Transit Facility Feasibility Study & Implementation	2027	1,800,000	-	1,800,000	1,350,300		449,700	319,287	84,920	45,493
24	6810-22-2001	Transit Facility Feasibility Study & Implementation	2028	10,000,000	-	10,000,000	7,501,900		2,498,100	1,773,651	471,736	252,713
25	6810-04-2101	Transit Hardware/Software Purchase/Support	2023	20,000	-	20,000	15,000	3,747	1,253	889	237	127
26	6810-04-2101	Transit Hardware/Software Purchase/Support	2025	350,000	-	350,000	262,600	64,202	23,198	16,470	4,381	2,347
27	6810-04-2101	Transit Hardware/Software	2029	125,000	-	125,000	93,800		31,200	22,152	5,892	3,156
28	6810-04-2101	Transit Hardware/Software	2033	125,000	31,200	93,800	93,800		-	-	-	-
29	6100-16-0101	Future Transit infrastructure installations	2026	100,000	-	100,000	75,000		25,000	17,750	4,721	2,529
30	6100-16-0101	Future Transit infrastructure installations	2027	25,000	-	25,000	18,800		6,200	4,402	1,171	627
31	6100-16-0101	Future Transit infrastructure installations	2028	25,000	-	25,000	18,800		6,200	4,402	1,171	627
32	6100-16-0101	Future Transit infrastructure installations	2029	25,000	-	25,000	18,800		6,200	4,402	1,171	627



**Table 5-3 (cont'd)**  
**Infrastructure Costs Covered in the D.C. Calculation – Transit Services**

Prj. No	Town Project No.	Increased Service Needs Attributable to Anticipated Development  2022-2031	Timing (year)	Gross Capital Cost Estimate (2022\$)	Post Period Benefit	Net Capital Cost	Benefit to Existing Development	Less:	Potential D.C. Recoverable Cost			
								Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 71%	Industrial Share 19%	Non-Industrial Share 10%
33	6100-16-0101	Future Transit infrastructure installations	2030	100,000	-	100,000	75,000		25,000	17,750	4,721	2,529
34	6100-16-0101	Future Transit infrastructure installations	2031	25,000	-	25,000	18,800		6,200	4,402	1,171	627
35	6100-16-0101	Future Transit infrastructure installations	2032	25,000	-	25,000	18,800		6,200	4,402	1,171	627
36	6100-16-0101	Future Transit infrastructure installations	2033	25,000	6,200	18,800	18,800		-	-	-	-
37	6810-10-2502	EV Chargers for Transit Vehicles	2025	280,000	-	280,000	210,100		69,900	49,629	13,200	7,071
38	6810-10-2502	EV Chargers for Transit Vehicles	2029	560,000	-	560,000	420,100		139,900	99,329	26,418	14,153
39	6810-22-2601	Transit Service Strategy Update	2026	300,000	-	300,000	75,000		225,000	159,750	42,489	22,761
											-	-
		Reserve Fund Adjustment				(11,131)	-		(11,131)	(7,903)	(2,102)	(1,126)
		Interfund Loan		-		-	-		-	-	-	-
		<b>Total</b>		<b>20,890,000</b>	<b>548,400</b>	<b>20,330,469</b>	<b>15,291,900</b>	<b>108,655</b>	<b>4,929,914</b>	<b>3,500,239</b>	<b>930,955</b>	<b>498,720</b>



## 5.2 Service Levels and 14-Year Capital Costs for Municipal-wide D.C. Calculation

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This section evaluates the development-related capital requirements for select services and classes of service over the 14-year planning period (mid-2022 to mid-2036). Each service or class of service component is evaluated on two format sheets: the average historical 10-year level of service calculation (see Appendix B), which “caps” the D.C. amounts; and the infrastructure cost calculation, which determines the potential D.C. recoverable cost.

### 5.2.1 *Transportation Services*

The Town has a current inventory of 119 kilometers of roads, excluding internal local roads, and 147 bridges and culverts. This historical level of infrastructure investment equates to a \$4,262 per capita and employee level of service. When applied to the forecast population and employment growth to mid-2036 (i.e. 39,662 incremental population and employment), a maximum D.C. eligible cost of \$169.1 million could be expected to meet the future increase in needs for service.

In addition to roads, the Town’s public works department utilizes 66,200 square feet of facility space and operates 115 pieces of equipment and machinery, including vehicles. In this regard, a historical average level of service of \$371 per capita and employment has been provided, resulting in a D.C. eligible cap of approximately \$14.7 million.

Review of the Town’s roads and related public works needs for the forecast period identified \$152.6 million in gross capital costs as presented in Table 5-4. These capital needs include road constructions, traffic signals, streetlighting, signage, and intersection improvements, active transportation improvements, public works facilities, vehicles and equipment, and studies. Debt repayment costs (internal and external) for completed projects with committed excess capacity have also been included in the capital cost estimates for the period.

Recognizing the benefit to existing development through the resurfacing and replacement of existing infrastructure at the time of addressing growth needs, \$37.3 million in capital costs have been deducted. A further \$3.8 million has been deducted to reflect anticipated contributions (i.e. local service contributions) towards specific projects. After incorporating an uncommitted reserve fund balance of \$2.2 million,



\$109.3 million in growth-related transportation service needs have been included in the calculation of the D.C.

The net growth-related costs for transportation services have been allocated between future residential and non-residential development (industrial and non-industrial) on the basis of incremental population to employment growth over the forecast period (i.e. 70% residential, 20% industrial, and 10% non-industrial).

### **5.2.2 Fire Protection Services**

The Town currently has three fire stations and one training facility, which provide 42,900 square feet of floor space. In addition, the fire department has a current inventory of 33 vehicles, 165 sets of personal firefighter equipment, and 362 units of other specialized equipment. The inventory of fire protection assets provides a historical average level of service of \$418 per capita and employee. The historical level of investment in fire services provides for a D.C. eligible amount over the forecast period of approximately \$16.6 million.

Based on the department's capital plan and discussions with staff, the Town will require funds for a 4<sup>th</sup> fire station, as well as land and related equipment, four additional vehicles, outfitting for 21 additional firefighters, and two Fire Master Plan and Community Risk studies. In addition, committed capital costs in interfund loans have also been included in the needs forecast. The gross capital costs for fire protection services total \$17.3 million for the forecast period. Approximately \$1.8 million in capital costs have been deducted for benefit to existing development related to the new fire training centre and benefits accruing to the existing community as part of the master plans and community risk assessments. The D.C.A. excludes computer hardware from inclusion in a charge, as such, \$250,000 in computer hardware equipment within the new station cost estimates has been deducted. After deducting approximately \$127,100 for the uncommitted reserve fund balance, \$15.1 million in growth-related needs have been included in the calculation of the D.C. The D.C. eligible costs for fire protection services are presented in Table 5-5.

The allocation of net growth-related costs for fire protection services between residential, industrial and non-industrial development is 70% residential, 20% industrial, and 10% non-industrial, reflective of the incremental growth in population and employment over the forecast period.



### **5.2.3 Recreation and Parks Services**

The Town currently maintains 474 acres of parkland and 28.4 kilometres of recreational trails within its jurisdiction. Furthermore, the Town provides a variety of amenities in its parks and operates 389,600 square feet of indoor recreation facility space. The Town maintains these assets using a fleet of 141 pieces of large equipment and vehicles. The Town's level of service over the historical 10-year period averaged \$6,376 per capita. In total, the maximum D.C. eligible amount for recreation and parks services over the forecast period to mid-2036 is approximately \$177.8 million based on the established level of service standards.

The capital needs to accommodate growth have a total gross capital cost of approximately \$163.9 million as shown in Table 5-6. These capital needs include the development of additional indoor recreation space, outdoor recreational development of parks and trails, related vehicles and equipment to maintain the incremental needs, and studies. The capital needs forecast for the period also includes external debt obligations for committed excess capacity within the Georgetown Twin Pad, Acton Arena and Gellert Phase II facilities, as well as internal interfund loans for unfunded capital commitments. Deductions of \$9.4 million have been applied to reflect the benefit to existing development and \$3.9 million for grants, subsidies and other contributions. After deducting the uncommitted reserve fund balance of approximately \$1.2 million, the resultant net growth-related capital costs for inclusion in the calculation of the D.C.s total \$149.4 million.

As the predominant users of recreation and parks services tend to be residents of the Town, the forecast growth-related costs have been allocated 95% to residential development and 5% to non-residential development.

### **5.2.4 Library Services**

Library services are provided by the Town through the provision of 41,400 sq.ft. of facility space and approximately 147,800 library collection material items. The average level of service provided over the historical 10-year period based on this inventory is \$652 per capita. When applied to the anticipated development over the forecast period, the per capita level of service produces a maximum D.C. eligible amount for Library Services of \$18.2 million that could be included in the calculation of the charge.





The costs for library services are presented in Table 5-7. The gross capital costs included in the D.C. calculation for the 14-year forecast period total \$19.3 million. The capital cost estimates include the construction of the Vision Georgetown Library Branch and associated land, as well as additional collection materials and studies. The forecast also includes committed excess capacity from prior D.C. background studies, external debt repayments for the Georgetown and Acton library branches, and interfund loan. A total deduction of \$769,700 in capital costs has been provided reflecting the benefits of the studies to existing development and portions of committed debt repayments. After deducting approximately \$126,000 for the uncommitted D.C. reserve fund balances, the net D.C. recoverable costs included in the calculation of the charge totals \$18.4 million.

Similar to recreation and parks services, the predominant users of library services tend to be residents of the Town, as a result, the costs have been allocated 95% to residential development and 5% to non-residential development.

### **5.2.5 Stormwater Management**

Stormwater management needs that are addition to those that would be required as a local service and having larger system-wide benefits, have been included in the calculation of the D.C. The needs, presented in Table 5-8, include the Upper Reach East West Tributary, Weather and Flow Monitoring Stations, Master Plan Update, and repayment of the interfund loan for committed excess capacity in prior D.C. projects that remain unfunded. The gross capital cost estimate for these needs over the planning horizon total \$1.2 million. After deducting approximately \$161,700 for benefits to the existing development and \$52,300 for uncommitted reserve fund balances, the net D.C. eligible costs for inclusion in the calculation of the charge are approximately \$979,500.

The net growth-related costs have been allocated between future residential and non-residential development (industrial and non-industrial) on the basis of incremental population to employment growth over the forecast period (i.e. 70% residential, 20% industrial, and 10% non-industrial).

### **5.2.6 Growth-Related Studies Class of Service**

The D.C.A. permits the inclusion of studies undertaken to facilitate the completion of a D.C. background study or required to inform the capital costs of D.C. eligible services. The D.C.A. also allows studies to be reflected in a by-law as a class of service. As



such, studies related to the following services have been included in the “Growth-Related Studies” class of service:

- Transportation Services
- Fire Protection Services
- Transit Services
- Recreation and Parks Services
- Library Services
- Stormwater Management

The Town has made provision for the inclusion of new studies to facilitate this D.C. process, as well as other studies which benefit future growth. The list of studies includes D.C. includes a Official Plan Reviews, Zoning By-law Reviews, and D.C. Background Studies. The costs for the studies over the forecast period are shown in Table 5-9. The capital needs list also includes outstanding credits to developers and costs to repay the interfund loans for previously completed but unfunded studies.

The gross capital cost estimates for these projects total approximately \$10.4 million. \$4.5 million in costs for Secondary Plans for growth to occur after mid-2036 has been deducted. A deduction of 5%-10% has been applied to planning related studies, to recognize the extent to which some studies relate to non-D.C. eligible services. These deductions total \$198,000. Approximately, \$742,000 in capital costs have been deducted in recognition of the benefit to existing development. Deducting the existing D.C. reserve fund balance of \$121,400, results in a net growth-related capital cost included in the charge total approximately \$4.9 million.

The D.C. recoverable cost share of the growth-related studies have been attributed to the services proposed under the D.C. by-law based on the proportionate share of D.C. recoverable costs.



**Table 5-4  
Infrastructure Costs Covered in the D.C. Calculation – Transportation Services**

Prj. No	Town Project No.	Increased Service Needs Attributable to Anticipated Development  2022-2036	Timing (year)	Gross Capital Cost Estimate (2022\$)	Post Period Benefit	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 70%	Industrial Share 20%	Non-Industrial Share 10%
<b>Road Construction Projects</b>												
1	6200-16-3106	5 Side Road Reg 25 to Fourth EA (3 km) (Boundary Rd Milton - 50 % share)	2032-2036	87,000	-	87,000	56,600	15,200	15,200	10,640	2,999	1,561
2	6200-16-3106	5 Side Road Reg 25 to Fourth Engineering (3 km) (Boundary Rd Milton - 50 % share)	2032-2036	261,000	-	261,000	169,700	45,650	45,650	31,955	9,008	4,687
3	6200-16-3106	5 Side Road Reg 25 to Fourth Engineering (3 km) (Boundary Rd Milton - 50 % share)	2032-2036	1,740,000	-	1,740,000	1,131,000	304,500	304,500	213,150	60,083	31,267
4	6200-16-2401	15 SdRd -Town Line to Trafalgar Rd EA (9.4km)	2026	500,000	-	500,000	325,000		175,000	122,500	34,530	17,970
5	6200-16-2401	15 SdRd -Town Line to Trafalgar Rd Property (9.4km)	2027	1,000,000	-	1,000,000	650,000		350,000	245,000	69,061	35,939
6	6200-16-2401	15 SdRd -Town Line to Trafalgar Rd Engineering (9.4km)	2027	1,000,000	-	1,000,000	650,000		350,000	245,000	69,061	35,939
7	6200-16-2401	15 SdRd -Town Line to Trafalgar Rd Construction (9.4km)	2028-2029	12,000,000	-	12,000,000	7,800,000	782,180	3,417,820	2,392,474	674,393	350,953
8	6200-16-2103	10 SdRd from RR 25 to Trafalgar Rd EA (7km)	2024	350,000	-	350,000	231,000		119,000	83,300	23,481	12,219
9	6200-16-2103	10 SdRd from RR 25 to Trafalgar Rd Property and Engineering (7km)	2025	1,500,000	-	1,500,000	990,000	162,520	347,480	243,236	68,564	35,680
10	6200-16-2103	10 SdRd from RR 25 to Trafalgar Rd Construction (7km)	2026-2027	7,000,000	-	7,000,000	4,620,000	629,000	1,751,000	1,225,700	345,502	179,798
11	6200-16-2005	22 SdRd New Connection-West of 4th Line EA	2032-2036	200,000	-	200,000	24,000		176,000	123,200	34,728	18,072
12	6200-16-2005	22 SdRd New Connection-West of 4th Line Engineering(0.35km)	2032-2036	105,000	-	105,000	12,600		92,400	64,680	18,232	9,488
13	6200-16-2005	22 SdRd New Connection-West of 4th Line Construction (0.35km)	2032-2036	700,000	-	700,000	84,000		616,000	431,200	121,547	63,253
14	6200-16-2402	17 Side Road/River Drive 10th Line Re-alignment EA (1.1km)	2026	350,000	-	350,000	-		350,000	245,000	69,061	35,939
15	6200-16-2402	17 Side Road/River Drive 10th Line Re-alignment Property (1.1km)	2027	600,000	-	600,000	-		600,000	420,000	118,390	61,610
16	6200-16-2402	17 Side Road/River Drive 10th Line Re-alignment Engineering (1.1km)	2027	450,000	-	450,000	-		450,000	315,000	88,793	46,207
17	6200-16-2402	17 Side Road/River Drive 10th Line Re-alignment Construction (1.1km)	2028	2,200,000	-	2,200,000	-		2,200,000	1,540,000	434,097	225,903
18	6200-16-1004	Main St. Glen Williams Mountain to Urban Limit Engineering	2023	1,500,000	-	1,500,000	393,600		1,106,400	774,480	218,311	113,609
19	6200-16-1004	Main St. Glen Williams Mountain to Urban Limit Construction (0.6km)	2024	1,500,000	-	1,500,000	393,600		1,106,400	774,480	218,311	113,609
20	6200-16-1904	Eighth line, Steeles to Maple Ave Construction Property	2025	1,500,000	-	1,500,000	75,000		1,425,000	997,500	281,176	146,324
21	6200-16-1904	Eighth line, Steeles to Maple Ave Construction Engineering	2026	2,250,000	-	2,250,000	112,500		2,137,500	1,496,250	421,765	219,485
22	6200-16-1904	Eighth line-Steeles to Maple Ave Construction (10.5km)	2027-2029	40,000,000	-	40,000,000	2,000,000	1,900,000	36,100,000	25,270,000	7,123,137	3,706,863
23	6200-27-0101	Glen Lawson Construction	2023	1,500,000	-	1,500,000	-		1,500,000	1,050,000	295,975	154,025
24	6200-16-2201	Confederation Street- Hamlet boundary to Main Engineering	2024	486,000	-	486,000	63,200		422,800	295,960	83,426	43,414
25	6200-16-2201	Confederation Street- Hamlet boundary to Main Construction (1.8km)	2025	3,240,000	-	3,240,000	421,200		2,818,800	1,973,160	556,197	289,443
26	6200-16-3107	10th Line 5 SdRd to 10 SdRd Property	2032-2036	500,000	-	500,000	-		500,000	350,000	98,658	51,342
27	6200-16-3107	10th Line 5 SdRd to 10 SdRd Construction (3km)	2032-2036	3,479,000	-	3,479,000	-		3,479,000	2,435,300	686,465	357,235
28	6200-16-1601	Todd Road Engineering (1km)	2022	50,000	-	50,000	5,500		44,500	31,150	8,781	4,569
29	6200-16-1601	Todd Road Reconstruction (1km)	2023	1,500,000	-	1,500,000	165,000		1,335,000	934,500	263,418	137,082
30	6200-16-3108	Town Line-20 SdRd to 22 SdRd 822 SdRd Construction (1.22 & 2.4km)	2032-2036	4,175,000	-	4,175,000	1,377,800		2,797,200	1,958,040	551,935	287,225



**Table 5-4 (cont'd)**  
**Infrastructure Costs Covered in the D.C. Calculation – Transportation Services**

Prj. No	Town Project No.	Increased Service Needs Attributable to Anticipated Development  2022-2036	Timing (year)	Gross Capital Cost Estimate (2022\$)	Post Period Benefit	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 70%	Industrial Share 20%	Non-Industrial Share 10%
31	6200-16-1803	Prince Street Design	2022	200,000	-	200,000	83,300		116,700	81,690	23,027	11,983
32	6200-16-1803	Prince Street Property	2024	100,000	-	100,000	41,700		58,300	40,810	11,504	5,986
33	6200-16-1803	Prince Street Construction and Sidewalk	2025	1,150,000	-	1,150,000	479,200		670,800	469,560	132,360	68,880
34	6200-16-1901	McNabb - King to Queen Construction	2023-2024	800,000	-	800,000	520,000		280,000	196,000	55,249	28,751
35	6200-16-2302	Hornby Road Reconstruction	2023-2024	1,750,000	-	1,750,000	192,500		1,557,500	1,090,250	307,321	159,929
				-					-	-	-	-
		<b>Studies</b>										
36	6100-22-0102	Transportation Master Plan Update	2023	500,000	-	500,000	125,000		375,000	262,500	73,994	38,506
37	6100-22-0102	Transportation Master Plan Update	2028	500,000	-	500,000	125,000		375,000	262,500	73,994	38,506
38	6100-22-0102	Transportation Master Plan Update	2033	500,000	-	500,000	125,000		375,000	262,500	73,994	38,506
39	6100-22-2601	Growth-Related Transportation Studies (Growth share only)	2026-2036	600,000	-	600,000	-		600,000	420,000	118,390	61,610
40	6100-22-2501	Active Transportation Master Plan	2025-2036	1,000,000	-	1,000,000	250,000		750,000	525,000	147,988	77,012
41	6500-22-2201	Operations Centre Master Plan	2022	200,000	-	200,000	50,000		150,000	105,000	29,598	15,402
42	1410-22-2202	Town Fleet Electrification/Low Carbon Transition (Strategy)	2022	80,000	-	80,000	55,500		24,500	17,150	4,834	2,516
		<b>Traffic Signals</b>										
43	6500-28-1702	Mountainview Road & John Street	2024	325,000	-	325,000	65,000		260,000	182,000	51,302	26,698
44	6100-28-2401	Main Street North (Hwy 7) & Ewing Street	2023-2024	325,000	-	325,000	65,000		260,000	182,000	51,302	26,698
45	6100-28-2701	15 Side Road & Belmont Blvd. (West Intersection)	2027	325,000	-	325,000	65,000		260,000	182,000	51,302	26,698
46	6100-28-2801	Argyll Road & Miller Drive	2028	325,000	-	325,000	65,000		260,000	182,000	51,302	26,698
47	6100-28-2901	Argyll Road & Barber Drive (West Intersection)	2029	325,000	-	325,000	65,000		260,000	182,000	51,302	26,698
48	6100-28-3001	Miller Drive & Eaton Street (South Intersection)	2030	325,000	-	325,000	65,000		260,000	182,000	51,302	26,698
49	6100-28-3101	Eaton Street & Barber Drive	2031	325,000	-	325,000	65,000		260,000	182,000	51,302	26,698
50	6100-28-2702	Main Street North & Wallace Street	2027	325,000	-	325,000	65,000		260,000	182,000	51,302	26,698
51	6100-28-3106	Mill Street East (Hwy 7) & Wallace Street	2032-2036	425,000	-	425,000	85,000		340,000	238,000	67,088	34,912
52	6100-05-2501	Traffic Signal Management System	2021-2031	650,000	-	650,000	130,000		520,000	364,000	102,605	53,395
53	6100-28-0101	Opticom Fire Pre-emption System	2022-2036	720,000	-	720,000	144,000		576,000	403,200	113,654	59,146
54	6100-28-2103	S Sideroad and Fourth Line Traffic Signal Installation	2022	500,000	-	500,000	100,000		400,000	280,000	78,927	41,073
		<b>Streetlighting</b>										
55	6100-21-0107	New Streetlighting (Growth share only)	2022-2031	580,000	-	580,000	-		580,000	406,000	114,444	59,556
		<b>Signage</b>										
56	6500-18-0110	Traffic Infrastructure (Growth share only)	2022-2036	1,500,000	-	1,500,000	-		1,500,000	1,050,000	295,975	154,025
		<b>Intersection Improvements</b>										
57		Guelph St & Mountainview - Northbound/Southbound Turn Lanes	2028-2033	10,000,000	-	10,000,000	1,000,000		9,000,000	6,300,000	1,775,851	924,149
58	6200-16-3101	Mountainview & Sinclair - Southbound Left Turn Lane	2029	300,000	-	300,000	30,000		270,000	189,000	53,276	27,724
59	6200-16-3101	Mountainview & Sinclair - Southbound Left Turn Lane	2031	1,200,000	-	1,200,000	120,000		1,080,000	756,000	213,102	110,898
60		Mountainview & River - Turn Lanes	2032-2036	1,500,000	-	1,500,000	150,000		1,350,000	945,000	266,378	138,622
61	6200-16-2601	Winston Churchill Blvd. & 17 Side Road/Mayfield - west approach - interim	2026	116,000	-	116,000	11,600		104,400	73,080	20,600	10,720



**Table 5-4 (cont'd)**  
**Infrastructure Costs Covered in the D.C. Calculation – Transportation Services**

Prj. No	Town Project No.	Increased Service Needs Attributable to Anticipated Development  2022-2036	Timing (year)	Gross Capital Cost Estimate (2022\$)	Post Period Benefit	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 70%	Industrial Share 20%	Non-Industrial Share 10%
62	6200-16-1809	Guelph/Sinclair Intersection Improvements	2022	925,000	-	925,000	92,500		832,500	582,750	164,266	85,484
63	6100-28-3107	10th line & 5 side road signalization including left & right turn lanes	2032-2036	1,500,000	-	1,500,000	150,000		1,350,000	945,000	266,378	138,622
		<b>Other</b>										
64	6100-06-2301	Permanent Traffic Count Stations	2023	93,000	-	93,000	58,500		34,500	24,150	6,807	3,543
		<b>Active Transportation Infrastructure</b>										
65	6100-23-2401	Active Transportation Improvements	2022	70,000	-	70,000	44,000		26,000	18,200	5,130	2,670
66	6100-23-2401	Active Transportation Improvements	2023	350,000	-	350,000	220,000		130,000	91,000	25,651	13,349
67	6100-16-2107	AT Infrastructure - Maple Ave from Main Street to Trafalgar Road	2022	775,000	-	775,000	487,200		287,800	201,460	56,788	29,552
68	6100-23-2401	Active Transportation Improvements	2024	147,500	-	147,500	92,700		54,800	38,360	10,813	5,627
69	6100-23-2401	Active Transportation Improvements	2025	280,000	-	280,000	176,000		104,000	72,800	20,521	10,679
70	6100-23-2401	Active Transportation Improvements	2026	678,000	-	678,000	426,200		251,800	176,260	49,684	25,856
71	6100-23-2401	Active Transportation Improvements	2027	2,050,000	-	2,050,000	1,288,700		761,300	532,910	150,217	78,173
72	6100-23-2401	Active Transportation Improvements	2028	40,000	-	40,000	25,100		14,900	10,430	2,940	1,530
73	6100-23-2401	Active Transportation Improvements	2029	45,000	-	45,000	28,300		16,700	11,690	3,295	1,715
74	6100-23-2401	Active Transportation Improvements	2030	1,520,000	-	1,520,000	955,500		564,500	395,150	111,385	57,965
75	6100-23-2401	Active Transportation Improvements	2031	2,900,000	-	2,900,000	1,823,100		1,076,900	753,830	212,490	110,580
		<b>Sidewalks and Pedestrian Crossings</b>										
76	6100-17-1801	Infill Sidewalk Connections (Various Locations)	2022	150,000	-	150,000	15,000		135,000	94,500	26,638	13,862
77	6100-17-1801	Infill Sidewalk Connections (Various Locations)	2023	50,000	-	50,000	5,000		45,000	31,500	8,879	4,621
78	6100-17-1801	Infill Sidewalk Connections (Various Locations)	2024	50,000	-	50,000	5,000		45,000	31,500	8,879	4,621
79	6100-17-1801	Infill Sidewalk Connections (Various Locations)	2025	50,000	-	50,000	5,000		45,000	31,500	8,879	4,621
80	6100-17-1801	Infill Sidewalk Connections (Various Locations)	2026	50,000	-	50,000	5,000		45,000	31,500	8,879	4,621
81	6100-17-1801	Infill Sidewalk Connections (Various Locations)	2027	50,000	-	50,000	5,000		45,000	31,500	8,879	4,621
82	6100-17-1801	Infill Sidewalk Connections (Various Locations)	2028	50,000	-	50,000	5,000		45,000	31,500	8,879	4,621
83	6100-17-1801	Infill Sidewalk Connections (Various Locations)	2029	50,000	-	50,000	5,000		45,000	31,500	8,879	4,621
84	6100-17-1801	Infill Sidewalk Connections (Various Locations)	2030	50,000	-	50,000	5,000		45,000	31,500	8,879	4,621
85	6100-17-1801	Infill Sidewalk Connections (Various Locations)	2031-2036	300,000	-	300,000	30,000		270,000	189,000	53,276	27,724
86	6100-28-1703	Pedestrian Crossings (Various Locations)	2022	115,000	-	115,000	23,000		92,000	64,400	18,153	9,447
87	6100-28-1703	Pedestrian Crossings (Various Locations)	2023	165,000	-	165,000	33,000		132,000	92,400	26,046	13,554
88	6100-28-1703	Pedestrian Crossings (Various Locations)	2024	165,000	-	165,000	33,000		132,000	92,400	26,046	13,554
89	6100-28-1703	Pedestrian Crossings (Various Locations)	2025	165,000	-	165,000	33,000		132,000	92,400	26,046	13,554
90	6100-28-1703	Pedestrian Crossings (Various Locations)	2026	165,000	-	165,000	33,000		132,000	92,400	26,046	13,554
91	6100-28-1703	Pedestrian Crossings (Various Locations)	2027	165,000	-	165,000	33,000		132,000	92,400	26,046	13,554
92	6100-28-1703	Pedestrian Crossings (Various Locations)	2028	165,000	-	165,000	33,000		132,000	92,400	26,046	13,554
93	6100-28-1703	Pedestrian Crossings (Various Locations)	2029	165,000	-	165,000	33,000		132,000	92,400	26,046	13,554
94	6100-28-1703	Pedestrian Crossings (Various Locations)	2030	165,000	-	165,000	33,000		132,000	92,400	26,046	13,554
95	6100-28-1703	Pedestrian Crossings (Various Locations)	2031-2036	990,000	-	990,000	198,000		792,000	554,400	156,275	81,325
96	6200-16-1811	Guelph/Mill Intersection (Remaining Costs)	2022	350,000	-	350,000	35,000		315,000	220,500	62,155	32,345



**Table 5-4 (cont'd)**  
**Infrastructure Costs Covered in the D.C. Calculation – Transportation Services**

Prj. No	Town Project No.	Increased Service Needs Attributable to Anticipated Development  2022-2036	Timing (year)	Gross Capital Cost Estimate (2022\$)	Post Period Benefit	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 70%	Industrial Share 20%	Non-Industrial Share 10%
		<b>Other</b>										
97	6100-10-2301	Automated speed enforcement	2023	150,000	-	150,000	104,100		45,900	32,130	9,057	4,713
98	6100-22-1802	Class EAs for Master Plan Projects	2025	500,000	-	500,000	-		500,000	350,000	98,658	51,342
99	6100-22-1802	Class EAs for Master Plan Projects	2030	500,000	-	500,000	-		500,000	350,000	98,658	51,342
100	6100-22-1802	Class EAs for Master Plan Projects (every 5 years)	2031-2036	500,000	-	500,000	-		500,000	350,000	98,658	51,342
101	6100-21-1701	Rural Streetlighting	2022-2031	480,000	-	480,000	333,000		147,000	102,900	29,006	15,094
		<b>Public Works - Facilities</b>										
102	6500-03-2001	Robert C. Austin Operations Centre Winter Materials Storage (Short-term)	2022-2023	125,000	-	125,000	86,700		38,300	26,810	7,557	3,933
103	6500-03-2801	Material Storage Facility	2028	3,000,000	-	3,000,000	2,081,200		918,800	643,160	181,295	94,345
104	6500-03-2803	Operations Centre - Snow Dump Expansion	2028	500,000	-	500,000	50,000		450,000	315,000	88,793	46,207
105	6500-03-1704	Truck Wash Facility	2028	625,000	-	625,000	433,600		191,400	133,980	37,766	19,654
106	6500-10-2801	Fuel Management System	2028	350,000	-	350,000	242,800		107,200	75,040	21,152	11,008
107	6500-03-2802	Truck Storage/EV Storage	2028	1,000,000	-	1,000,000	693,700		306,300	214,410	60,438	31,452
		<b>New Equipment (growth) Roads</b>										
108	6500-06-1701	Stump Grinder	2023	60,000	-	60,000	-		60,000	42,000	11,839	6,161
109	6500-06-1701	Tandem roll on/off	2024	340,000	-	340,000	-		340,000	238,000	67,088	34,912
110	6500-06-1701	Tractors - residential plow	2024	230,000	-	230,000	-		230,000	161,000	45,383	23,617
111	6500-06-1701	Sidewalk Plow	2024	200,000	-	200,000	-		200,000	140,000	39,463	20,537
112	6500-06-1701	Packer	2025	125,000	-	125,000	-		125,000	87,500	24,665	12,835
113	6500-06-1701	5 Tonne Truck w/ Plow	2026	240,000	-	240,000	-		240,000	168,000	47,356	24,644
114	6500-06-1701	Tandem roll on/off	2027	340,000	-	340,000	-		340,000	238,000	67,088	34,912
115	6500-06-1701	3 Tonne Truck w/ plow	2027	90,000	-	90,000	-		90,000	63,000	17,759	9,241
116	6500-06-1701	Loader	2028	220,000	-	220,000	-		220,000	154,000	43,410	22,590
117	6500-06-1701	Tractors - residential plow	2028	230,000	-	230,000	-		230,000	161,000	45,383	23,617
118	6500-06-1701	Grader	2029	400,000	-	400,000	-		400,000	280,000	78,927	41,073
119	6500-06-1701	Sidewalk Plow	2029	200,000	-	200,000	-		200,000	140,000	39,463	20,537
120	6500-06-1701	5 Tonne Truck w/ Plow	2030	240,000	-	240,000	-		240,000	168,000	47,356	24,644
121	6500-06-1701	New Equipment	2031	500,000	-	500,000	-		500,000	350,000	98,658	51,342
122		Additional Vehicles (post 2031)	2032-2036	1,848,300	-	1,848,300	-		1,848,300	1,293,810	364,701	189,789
		<b>New Equipment (Mixed Growth) Roads</b>										
123	6500-06-1701	Sign Truck w/ Bucket	2022	150,000	-	150,000	104,100		45,900	32,130	9,057	4,713
124	6500-06-1701	Traffic Sign Reflectivity Unit	2022	20,000	-	20,000	13,900		6,100	4,270	1,204	626
125	6500-06-1701	Crash Attenuation Trailer	2022	50,000	-	50,000	34,700		15,300	10,710	3,019	1,571
126	6500-06-1701	Brushing Attachment	2023	50,000	-	50,000	34,700		15,300	10,710	3,019	1,571
127	6500-06-1701	Gradall Bucket	2023	20,000	-	20,000	13,900		6,100	4,270	1,204	626
128	6500-06-1701	Shoulderside Paver	2023	150,000	-	150,000	104,100		45,900	32,130	9,057	4,713
129	6500-06-1701	Mini-excavator	2024	100,000	-	100,000	69,400		30,600	21,420	6,038	3,142
130	6500-06-1701	Full Bucket Truck - Forestry	2027	320,000	-	320,000	222,000		98,000	68,600	19,337	10,063
131	6500-06-1701	Chipper - Forestry	2027	60,000	-	60,000	41,600		18,400	12,880	3,631	1,889



**Table 5-4 (cont'd)**  
**Infrastructure Costs Covered in the D.C. Calculation – Transportation Services**

Prj. No	Town Project No.	Increased Service Needs Attributable to Anticipated Development  2022-2036	Timing (year)	Gross Capital Cost Estimate (2022\$)	Post Period Benefit	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 70%	Industrial Share 20%	Non-Industrial Share 10%
		<b>Repayment of External Debt</b>										
132	6200-27-0114	NPV of Principal Payment - Halton Hills Drive Extension	2022-2029	2,131,293		2,131,293	-		2,131,293	1,491,905	420,540	218,848
133	6200-27-0114	NPV of Interest Payment - Halton Hills Drive Extension	2022-2029	214,864		214,864	-		214,864	150,405	42,396	22,063
134	6200-16-1701	NPV of Principal Payment - 22nd SdRd Constr Hwy 7 to Limehouse	2022-2030	1,529,225		1,529,225	23,300		1,505,925	1,054,148	297,144	154,633
135	6200-16-1701	NPV of Interest Payment - 22nd SdRd Constr Hwy 7 to Limehouse	2022-2030	114,459		114,459	1,700		112,759	78,931	22,249	11,578
136		Reserve Fund Adjustment				(2,164,255)	-		(2,164,255)	(1,514,978)	(427,044)	(222,233)
137		Interfund Loan		469,921		469,921	-		469,921	328,945	92,723	48,253
		<b>Total</b>		<b>152,565,562</b>	<b>-</b>	<b>150,401,307</b>	<b>37,250,400</b>	<b>3,839,050</b>	<b>109,311,857</b>	<b>76,518,300</b>	<b>21,569,066</b>	<b>11,224,491</b>



**Table 5-5  
Infrastructure Costs Covered in the D.C. Calculation – Fire Protection Services**

Prj. No	Town Project No.	Increased Service Needs Attributable to Anticipated Development  2022-2036	Timing (year)	Gross Capital Cost Estimate (2022\$)	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 70%	Industrial Share 20%	Non-Industrial Share 10%
		<b>4th Station</b>											
1	5500-03-2301	4th Station & Training Centre - Construction	2027	5,200,000	-		5,200,000	880,800		4,319,200	3,023,440	852,251	443,509
2	5500-08-2501	4th Station/Training Centre - Land Acquisition	2025	3,000,000	-		3,000,000	508,200		2,491,800	1,744,260	491,674	255,866
3	5500-03-2501	4th Station/Training Centre - Design & Engineering	2025	500,000	-		500,000	84,700		415,300	290,710	81,946	42,644
4	5500-03-2701	4th Station/Training Centre - Equipment & Furnishings	2026-2027	1,776,000	-	250,000	1,526,000	300,800		1,225,200	857,640	241,753	125,807
5	5200-07-2601	4th Station - Extrication Equipment	2025	150,000	-		150,000	-		150,000	105,000	29,598	15,402
6	5200-06-2601	4th Station - Small Equipment	2026	200,000	-		200,000	-		200,000	140,000	39,463	20,537
7	5900-25-2601	Tanker - 4th Station	2026	742,800	-		742,800	-		742,800	519,960	146,567	76,273
		<b>Equipment</b>											
8	5200-07-0109	Outfit New Full Time Fire Fighters (21 FF, 42 sets total)	2026	270,000	-		270,000	-		270,000	189,000	53,276	27,724
		<b>Vehicles &amp; Equipment</b>											
9	5900-25-2301	Aerial 752 (A4)	2026	1,635,000	-		1,635,000	-		1,635,000	1,144,500	322,613	167,887
10	5900-25-2302	Support Unit 715 (414)	2026	78,000	-		78,000	-		78,000	54,600	15,391	8,009
11	5900-25-2701	Pumper (Equipped)	2026	1,035,000	-		1,035,000	-		1,035,000	724,500	204,223	106,277
12	5900-25-2702	Rescue (Equipped)	2026	1,158,400	-		1,158,400	-		1,158,400	810,880	228,572	118,948
		<b>Studies</b>											
13	5000-22-2001	Fire Master Plan and Community Risk	2028	90,000	-		90,000	22,500		67,500	47,250	13,319	6,931
14	5000-22-2001	Fire Master Plan and Community Risk	2033	180,000	-		180,000	45,000		135,000	94,500	26,638	13,862
		Reserve Fund Adjustment					(127,115)	-		(127,115)	(88,981)	(25,082)	(13,053)
		NPV of Principal Payment - Interfund Loan		1,101,539			1,101,539	-		1,101,539	771,077	217,352	113,110
		NPV of Interest Payment - Interfund Loan		199,830			199,830	-		199,830	139,881	39,430	20,519
		<b>Total</b>		<b>17,316,570</b>	<b>-</b>	<b>250,000</b>	<b>16,939,455</b>	<b>1,842,000</b>	<b>-</b>	<b>15,097,455</b>	<b>10,568,218</b>	<b>2,978,981</b>	<b>1,550,255</b>





**Table 5-6  
Infrastructure Costs Covered in the D.C. Calculation – Recreation and Parks Services**

Prj.No	Town Project No.	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2022\$)	Post Period Benefit	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	Non-Residential Share
		2022-2036								95%	5%
		<b>Indoor Recreation</b>									
1	8261-27-2401	Gellert Community Centre Phase 2 Design & Engineering	2024	2,500,000	-	2,500,000	-	-	2,500,000	2,375,000	125,000
2	8261-03-2001	Gellert Community Centre Phase 2 Construction	2026	25,222,500	-	25,222,500	-	-	25,222,500	23,961,375	1,261,125
3	8200-03-1401	Facility Space Provision	2025	4,625,500	-	4,625,500	-	-	4,625,500	4,394,225	231,275
4	8230-02-2102	AIP Revitalization Construction	2024	10,500,000	-	10,500,000	6,713,200	-	3,786,800	3,597,460	189,340
5	8230-27-1701	AIP Revitalization Design & Engineering	2024	1,050,000	-	1,050,000	671,300	-	378,700	359,765	18,935
6	8200-27-3101	Vision Georgetown Community Centre - Design and Engineering	2031	802,500	-	802,500	-	-	802,500	762,375	40,125
7	8200-03-2301	Vision Georgetown Community Centre - Construction	2032	7,500,000	-	7,500,000	-	-	7,500,000	7,125,000	375,000
8	8200-08-3001	Vision Georgetown Community Centre - Land	2030	3,931,700	-	3,931,700	-	-	3,931,700	3,735,115	196,585
9	8200-03-2001	Georgetown Youth Wellness Hub	2023	300,000	-	300,000	208,100	-	91,900	87,305	4,595
		<b>Outdoor Recreation</b>									
10	8500-13-2101	Inclusive Playground	2031	294,300	-	294,300	-	-	294,300	279,585	14,715
11	8500-11-2109	Berton Blvd. Park Ph 2	2024	255,000	-	255,000	-	-	255,000	242,250	12,750
12	8500-22-2501	Dominion Gardens Park Master Plan Implementation PH3	2025	51,400	-	51,400	-	-	51,400	48,830	2,570
13	8500-11-2110	Dominions Garden Park Ph 3	2028	635,000	-	635,000	-	-	635,000	603,250	31,750
14	8500-11-1807	Rennie St. Park Ph 2	2022	225,000	-	225,000	-	-	225,000	213,750	11,250
15	8500-11-2603	Trafalgar Sports Park Phase 6b	2026-2028	14,868,700	-	14,868,700	-	-	14,868,700	14,125,265	743,435
16	8200-03-1701	Tennis Court New Facility	2027	625,200	-	625,200	-	-	625,200	593,940	31,260
17	8500-11-2102	Multipurpose Courts	2024	215,000	-	215,000	-	-	215,000	204,250	10,750
18	8510-10-2001	Community Partnership - Beach Volleyball	2024	174,000	-	174,000	-	-	174,000	165,300	8,700
19	8500-11-2401	TSP Action Sports Park	2023-2024	580,000	-	580,000	-	-	580,000	551,000	29,000
20	8500-11-2111	Lion's Club Park (Dayfoot Drive)	2024	450,000	-	450,000	-	-	450,000	427,500	22,500
21	8500-11-1703	Neighbourhood Level Skate Features	2022	148,000	-	148,000	-	-	148,000	140,600	7,400
22	8500-11-1703	Neighbourhood Level Skate Features	2025	77,100	-	77,100	-	-	77,100	73,245	3,855
23	8500-11-1805	Halton Hills Drive Park	2023	475,000	-	475,000	-	-	475,000	451,250	23,750
24	8500-11-2402	Vision Georgetown Parks - Community Park (CP #1)	2031	5,791,900	-	5,791,900	-	2,279,500	3,512,400	3,336,780	175,620
25	8500-11-2105	Vision Georgetown Parks - Neighborhood Park (NP #1)	2026	468,100	-	468,100	-	-	468,100	444,695	23,405
26	8500-11-2202	Vision Georgetown Parks - Neighborhood Park (NP #2)	2027	451,200	-	451,200	-	-	451,200	428,640	22,560
27	8500-11-2301	Vision Georgetown Parks - Neighborhood Park (NP #3)	2028	491,000	-	491,000	-	-	491,000	466,450	24,550
28	8500-11-2502	Vision Georgetown Parks - Neighborhood Park (NP #4)	2030	524,900	-	524,900	-	-	524,900	498,655	26,245
29	8500-11-2701	Vision Georgetown Parks - Neighborhood Park (NP #5)	2032	464,000	-	464,000	-	-	464,000	440,800	23,200
30	8500-11-2106	Vision Georgetown Parks - Parkette (PK #1)	2029	302,700	-	302,700	-	-	302,700	287,565	15,135
31	8500-11-2203	Vision Georgetown Parks - Parkette (PK #2)	2027	289,700	-	289,700	-	-	289,700	275,215	14,485
32	8500-11-2302	Vision Georgetown Parks - Parkette (PK #3)	2028	245,500	-	245,500	-	-	245,500	233,225	12,275
33	8500-11-2403	Vision Georgetown Parks - Parkette (PK #4)	2033	206,000	-	206,000	-	-	206,000	195,700	10,300
34	8500-11-2602	Vision Georgetown Parks - Parkette (PK #5)	2029	454,100	-	454,100	-	-	454,100	431,395	22,705
35	8500-11-2702	Vision Georgetown Parks - Parkette (PK #6)	2032	232,000	-	232,000	-	-	232,000	220,400	11,600
36	8500-11-2703	Vision Georgetown Parks - Parkette (PK #7)	2033	206,000	-	206,000	-	-	206,000	195,700	10,300



**Table 5-6 (cont'd)**  
**Infrastructure Costs Covered in the D.C. Calculation – Recreation and Parks Services**

Prj.No	Town Project No.	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2022\$)	Post Period Benefit	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	Non-Residential Share
		2022-2036							95%	5%	
37	8500-11-2112	Lindsey Court Park	2026	262,300	-	262,300	-		262,300	249,185	13,115
38	8500-27-2201	Gellert Community Park Expansion Design & Engineering	2022	100,000	-	100,000	-		100,000	95,000	5,000
39	8500-11-2005	Gellert Community Park Expansion Construction	2023	6,000,000	-	6,000,000	-	654,000	5,346,000	5,078,700	267,300
40	8500-11-2205	Vision Georgetown Parks - Parkette (PK#8)	2032	232,000	-	232,000	-		232,000	220,400	11,600
41	8500-11-2503	Vision Georgetown Parks - Parkette (PK#9)	2031	248,200	-	248,200	-		248,200	235,790	12,410
42	8500-11-2303	Vision Georgetown Town Square Park	2030	1,094,500	-	1,094,500	-	1,000,000	94,500	89,775	4,725
43	8500-11-2113	Mill Street Parkette	2022	200,000	-	200,000	-		200,000	190,000	10,000
44	8500-22-2402	Silver Creek Trail - Feasibility Study (Downtown to Mill Street)	2024	75,000	-	75,000	-		75,000	71,250	3,750
45	8500-22-2701	Southeast Georgetown Parkland Development	2027	781,500	-	781,500	-		781,500	742,425	39,075
46	8500-22-2901	Stewarttown Parkland Development	2029	239,600	-	239,600	-		239,600	227,620	11,980
47	8500-11-2305	Outdoor Ice Facility	2023	3,000,000	-	3,000,000	300,000		2,700,000	2,565,000	135,000
48	8500-24-2502	Trails Development: Go Station	2025	147,000	-	147,000	-		147,000	139,650	7,350
49	8500-24-0103	Trails Development: Fairy Lake	2022	90,000	-	90,000	-		90,000	85,500	4,500
50	8500-24-0103	Trails Development: Fairy Lake	2024	100,000	-	100,000	-		100,000	95,000	5,000
51	8500-24-0104	Trails Development: TSP Link	2022	100,000	-	100,000	-		100,000	95,000	5,000
52	8500-24-0104	Trails Development: TSP Link	2023	181,000	-	181,000	-		181,000	171,950	9,050
53	8500-24-0105	Trails Development: UCC Trails	2022	200,000	-	200,000	-		200,000	190,000	10,000
54	8500-24-0105	Trails Development: UCC Trails	2024	48,000	-	48,000	-		48,000	45,600	2,400
55	8500-24-0105	Trails Development: UCC Trails	2027	231,000	-	231,000	-		231,000	219,450	11,550
56	8500-24-2601	Trails Development: Glen Lawson	2026	305,700	-	305,700	-		305,700	290,415	15,285
57	8500-24-2902	Trails Development: Trafalgar North (Vision Georgetown)	2029	1,307,000	-	1,307,000	-		1,307,000	1,241,650	65,350
58	8500-24-2902	Trails Development: Trafalgar North (Vision Georgetown)	2030	638,000	-	638,000	-		638,000	606,100	31,900
59	8500-24-2501	Trails Development: Glen West	2025	205,600	-	205,600	-		205,600	195,320	10,280
60	8500-24-2501	Trails Development: Glen West	2028	222,200	-	222,200	-		222,200	211,090	11,110
61	8500-24-2901	Trails Development: Hydro Corridor	2029	2,316,000	-	2,316,000	-		2,316,000	2,200,200	115,800
62	8500-24-2901	Trails Development: Hydro Corridor	2030	1,063,000	-	1,063,000	-		1,063,000	1,009,850	53,150
63	8500-24-2801	Trails Development: Princess Anne	2028	124,900	-	124,900	-		124,900	118,655	6,245
64	8500-24-2701	Trails Development: Bishop Court	2027	521,000	-	521,000	-		521,000	494,950	26,050
65	8500-24-2701	Trails Development: Bishop Court	2028	515,400	-	515,400	-		515,400	489,630	25,770
66	8500-24-2402	Trails Development: Glen South	2024	140,000	-	140,000	-		140,000	133,000	7,000
67	8500-11-0117	Future Town wide Parkland Construction	2032	10,000,000	-	10,000,000	-		10,000,000	9,500,000	500,000
68	8500-11-0117	Future Town wide Parkland Construction	2033	10,000,000	-	10,000,000	-		10,000,000	9,500,000	500,000
69	8500-11-0117	Future Town wide Parkland Construction	2034	10,000,000	-	10,000,000	-		10,000,000	9,500,000	500,000
70	8500-11-2209	TSP Field of Dreams - Scope Change	2022	400,000	-	400,000	-		400,000	380,000	20,000
		<b>Vehicles</b>									
71	6500-06-1701	John Deere Gator	2022	25,000	-	25,000	-		25,000	23,750	1,250
71	6500-06-0105	Crew Cab	2026	42,000	-	42,000	-		42,000	39,900	2,100
73	6500-06-0105	Crew Cab	2030	42,000	-	42,000	-		42,000	39,900	2,100
74	6500-06-0105	18' Tandem Low-bed Trailer	2026	7,500	-	7,500	-		7,500	7,125	375
75	6500-06-0105	18' Tandem Low-bed Trailer	2030	7,500	-	7,500	-		7,500	7,125	375



**Table 5-6 (cont'd)**  
**Infrastructure Costs Covered in the D.C. Calculation – Recreation and Parks Services**

Prj.No	Town Project No.	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2022\$)	Post Period Benefit	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	Non-Residential Share
		2022-2036								95%	5%
76	6500-06-0105	72' Mower	2026	26,000	-	26,000	-		26,000	24,700	1,300
77	6500-06-0105	72' Mower	2030	26,000	-	26,000	-		26,000	24,700	1,300
78	6500-06-0105	48" Mower	2026	11,000	-	11,000	-		11,000	10,450	550
79	6500-06-0105	48" Mower	2030	11,000	-	11,000	-		11,000	10,450	550
80	6500-06-0105	Power Scythe x3	2026	1,500	-	1,500	-		1,500	1,425	75
81	6500-06-0105	Power Scythe x3	2030	1,500	-	1,500	-		1,500	1,425	75
82	6500-06-0105	Leaf Blower	2026	500	-	500	-		500	475	25
83	6500-06-0105	Leaf Blower	2030	500	-	500	-		500	475	25
84	6500-06-0105	Hort - 3 tonne truck w/ Plow	2026	90,000	-	90,000	-		90,000	85,500	4,500
85	6500-06-0105	Crew cab	2026	35,000	-	35,000	-		35,000	33,250	1,750
86	6500-06-0105	Utility Van for Playground/splashpads	2028	50,000	-	50,000	-		50,000	47,500	2,500
87	6500-06-0105	Ball Drag Attachment	2028	10,000	-	10,000	-		10,000	9,500	500
88	6500-06-0105	John Deere Farm Tractor	2026	60,000	-	60,000	-		60,000	57,000	3,000
89	6500-06-0105	Tow-behind Mower	2026	35,000	-	35,000	-		35,000	33,250	1,750
90	6500-06-0105	John Deere Gator	2026	25,000	-	25,000	-		25,000	23,750	1,250
		<b>Vehicles (Facilities)</b>									
91	6500-06-0105	Sidewalk Plow	2026	120,000	-	120,000	-		120,000	114,000	6,000
92	6500-06-0105	Facility Vehicle (Truck/Van)	2026	50,000	-	50,000	-		50,000	47,500	2,500
93	6500-06-0105	Sidewalk Plow	2033	120,000	-	120,000	-		120,000	114,000	6,000
94	6500-06-0105	Facility Vehicle (Truck/Van)	2033	50,000	-	50,000	-		50,000	47,500	2,500
		<b>Studies</b>									
				-							
95	8200-22-1301	Facility Space Provision Study	2023	165,000	-	165,000	-		165,000	156,750	8,250
96	8000-22-2601	Recreation and Parks Strategic Action Plan	2026	100,900	-	100,900	25,200		75,700	71,915	3,785
97	8000-22-2601	Recreation and Parks Strategic Action Plan	2031	160,500	-	160,500	40,100		120,400	114,380	6,020
98	8000-22-2601	Recreation and Parks Strategic Action Plan	2036	100,900	-	100,900	25,200		75,700	71,915	3,785
99	8500-22-2301	Glen Lawson Lands Master Plan	2023	75,000	-	75,000	-		75,000	71,250	3,750
99	8500-22-2201	Outdoor Ice Feasibility Study	2022	80,000	-	80,000	8,000		72,000	68,400	3,600
		<b>Repayment of External Debt</b>									
101		NPV Principal Payments - Georgetown Twin Pad Construction	2022-2023	1,940,112	-	1,940,112	1,008,900		931,212	884,652	46,561
102		NPV Interest Payments - Georgetown Twin Pad Construction	2022-2023	48,369	-	48,369	25,200		23,169	22,011	1,158
103		NPV Principal Payments - Acton Arena	2022-2024	3,924,574	-	3,924,574	392,500		3,532,074	3,355,471	176,604
104		NPV Interest Payments - Acton Arena	2022-2024	203,455	-	203,455	20,300		183,155	173,997	9,158



**Table 5-6 (cont'd)**  
**Infrastructure Costs Covered in the D.C. Calculation – Recreation and Parks Services**

Prj.No	Town Project No.	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2022\$)	Post Period Benefit	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	Non-Residential Share
		2022-2036								95%	5%
105		NPV Principal Payments - Gellert Phase II	2022-2029	587,943	-	587,943	-		587,943	558,546	29,397
106		NPV Interest Payments - Gellert Phase II	2022-2029	59,273	-	59,273	-		59,273	56,309	2,964
		Reserve Fund Adjustment				(1,180,531)	-		(1,180,531)	(1,121,504)	(59,027)
107		NPV of Principal Payment - Interfund Loan		16,024,446		16,024,446	-		16,024,446	15,223,224	801,222
108		NPV of Interest Payment - Interfund Loan		2,906,998		2,906,998	-		2,906,998	2,761,648	145,350
		<b>Total</b>		<b>163,946,370</b>	<b>-</b>	<b>162,765,839</b>	<b>9,438,000</b>	<b>3,933,500</b>	<b>149,394,339</b>	<b>141,924,622</b>	<b>7,469,717</b>



**Table 5-7  
Infrastructure Costs Covered in the D.C. Calculation – Library Services**

Prj. No	Town Project No.	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2022\$)	Post Period Benefit	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	Non-Residential Share
		2022-2036								95%	5%
		<b>Facilities</b>									
1	3300-08-3001	Vision Georgetown Library Branch Land Acquisition	2030	3,700,000	-	3,700,000	-		3,700,000	3,515,000	185,000
2	3300-03-2021	Vision Georgetown Library Branch Construction	2032	8,943,000	-	8,943,000	-		8,943,000	8,495,850	447,150
		<b>Materials</b>									
3	3000-15-0103	Libraries Materials Collection Development	2022-2036	350,000	-	350,000	-		350,000	332,500	17,500
4	3300-15-0101	Vision Georgetown Library Branch Opening Collection	2032	730,000	-	730,000	-		730,000	693,500	36,500
		<b>Studies</b>									
5	3000-04-1501	Library Strategic Plan	2027	81,000	-	81,000	20,300		60,700	57,665	3,035
6	3000-04-1501	Library Strategic Plan	2032	81,000	-	81,000	20,300		60,700	57,665	3,035
7	3000-22-2701	Facility Needs Study	2030	40,000	-	40,000	10,000		30,000	28,500	1,500
		<b>Other</b>									
8		Unfunded Post-Period Benefit of Completed Projects	2022	75,000	-	75,000	-		75,000	71,250	3,750
		<b>Repayment of Existing Debt</b>									
9		NPV Principal Payments - Georgetown Library	2022-2032	2,983,308	-	2,983,308	330,200		2,653,108	2,520,453	132,655
10		NPV Interest Payments - Georgetown Library	2022-2032	374,580	-	374,580	41,500		333,080	316,426	16,654
11		NPV Principal Payments - Acton Library	2022-2031	779,832	-	779,832	311,900		467,932	444,535	23,397
12		NPV Interest Payments - Acton Library	2022-2031	88,655	-	88,655	35,500		53,155	50,497	2,658
		Reserve Fund Adjustment				(125,961)			(125,961)	(119,663)	(6,298)
		NPV of Principal Payment - Interfund Loan		898,023		898,023			898,023	853,121	44,901
		NPV of Interest Payment - Interfund Loan		162,910		162,910			162,910	154,765	8,146
		<b>Total</b>		<b>19,287,307</b>	<b>-</b>	<b>19,161,346</b>	<b>769,700</b>	<b>-</b>	<b>18,391,646</b>	<b>17,472,064</b>	<b>919,582</b>



**Table 5-8  
Infrastructure Costs Covered in the D.C. Calculation – Stormwater Management Services**

Prj. No	Town Project No.	Increased Service Needs Attributable to Anticipated Development  2022-2036	Timing (year)	Gross Capital Cost Estimate (2022\$)	Post Period Benefit	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 70%	Industrial Share 20%	Non-Industrial Share 10%
1	6100-10-1402	Upper Reach East West Tributary	2025	100,000	-	100,000	-		100,000	70,000	19,732	10,268
2	6200-22-2201	Weather and Flow Monitoring Stations	2022-2025	125,000	-	125,000	86,700		38,300	26,810	7,557	3,933
		<b>Studies</b>									-	-
3	6200-22-2801	Stormwater Master Plan Update	2028	300,000	-	300,000	75,000		225,000	157,500	44,396	23,104
		Reserve Fund Adjustment				(52,310)	-		(52,310)	(36,617)	(10,322)	(5,371)
		NPV of Principal Payment - Interfund Loan		565,818		565,818	-		565,818	396,072	111,645	58,100
		NPV of Interest Payment - Interfund Loan		102,645		102,645	-		102,645	71,852	20,254	10,540
		<b>Total</b>		<b>1,193,463</b>	<b>-</b>	<b>1,141,153</b>	<b>161,700</b>	<b>-</b>	<b>979,453</b>	<b>685,617</b>	<b>193,263</b>	<b>100,573</b>



**Table 5-9  
Infrastructure Costs Covered in the D.C. Calculation – Growth-Related Studies Class of Service (2022-2036)**

Prj. No	Town Project No.	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2022\$)	Post Period Benefit	Other Deductions (to recognize benefit to non-D.C. services)	Net Capital Cost	Less:		Potential D.C. Recoverable Cost
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	
		<b>2022-2036</b>								
		<b>Planning, Development &amp; Sustainability Studies</b>					-			
1	7100-27-0102	Norval Secondary Plan	2025	150,000	-	7,500	142,500	135,000		7,500
2	7100-22-1901	Georgetown Downtown Secondary Plan	2022	20,000	-	1,000	19,000	2,000		17,000
3	7000-22-0001	Official Plan Review	2026	200,000	-	20,000	180,000	100,000		80,000
4	7000-22-0001	Official Plan Review (2031)	2031	200,000	-	20,000	180,000	100,000		80,000
5	7100-22-1502	Glen Williams Sec Plan Review	2027	150,000	-	7,500	142,500	75,000		67,500
6	7100-22-2303	Post 2036 Secondary Plans	2026	1,500,000	1,500,000	-	-	-		-
7	7100-22-2303	Post 2036 Secondary Plans	2027	1,500,000	1,500,000	-	-	-		-
8	7100-22-2303	Post 2036 Secondary Plans	2028	1,500,000	1,500,000	-	-	-		-
9	7100-22-2001	Zoning By-Law Update	2023	200,000	-	20,000	180,000	100,000		80,000
10	7100-22-2001	Zoning By-law Update (2028)	2028	200,000	-	20,000	180,000	100,000		80,000
11	7100-22-2001	Zoning By-law Update (2033)	2033	200,000	-	20,000	180,000	100,000		80,000
12		Other Growth-Related Studies	2026-2036	250,000	-	25,000	225,000	-		225,000
13	2400-10-2001	Development Charges Study	2024	161,000	-		161,000	-		161,000
14	2400-10-2001	Development Charges Study	2029	161,000	-		161,000	-		161,000
15	2400-10-2001	Development Charges Study	2034	161,000	-		161,000	-		161,000
16	7100-22-1605	Green Building Standards Update	2024	60,000	-	6,000	54,000	15,000		39,000
17	7100-22-1605	Green Building Standards Update	2029	60,000	-	6,000	54,000	15,000		39,000
18	7100-10-2501	SE Georgetown Developer Payback	2025	219,704	-		219,704	-		219,704
19	7100-10-2501	SE Georgetown Developer Payback	2030	219,704	-		219,704	-		219,704
20		Developer Credits - Vision Georgetown Secondary Plan	2022-2031	1,387,000	-		1,387,000	-		1,387,000
26	7100-22-2401	Guelph St Corridor Planning Study	2024	300,000	-	30,000	270,000	-		270,000
27	7100-22-2601	Stewarttown Planning Study	2028	150,000	-	15,000	135,000	-		135,000
		Reserve Fund Adjustment			-		(121,444)	-		(121,444)
		NPV of Principal Payment - Interfund Loan		1,260,564	-		1,260,564	-		1,260,564
		NPV of Interest Payment - Interfund Loan		228,679	-		228,679	-		228,679
		<b>Total</b>		<b>10,438,652</b>	<b>4,500,000</b>	<b>198,000</b>	<b>5,619,208</b>	<b>742,000</b>	<b>-</b>	<b>4,877,208</b>



# Chapter 6

## D.C. Calculation





## 6. D.C. Calculation

The calculation of the D.C.s that could be imposed by Council have been undertaken using a cash-flow approach for the growth-related capital costs identified in Chapter 5. The cash-flow calculations of the D.C.s that could be imposed by Council have been undertaken to account for the timing of revenues and expenditures and the resultant financing needs. The cash-flow calculations have been undertaken by service/class of service for each development type, i.e. residential, industrial, and non-industrial. The calculations assume 3% annual interest on positive and negative D.C. reserve fund balances to calculate the net financing costs. The detailed D.C. cash flow calculations by development type over the respective forecast periods are provided in Appendix C.

The calculation for residential development is generated on a per single-detached dwelling unit basis. The residential charges are subsequently provided for five other housing types (i.e. apartments 2+ bedrooms, bachelor and 1-bedroom apartments, multiples 3 + bedrooms, multiples less than 3 bedrooms, and special care/special dwelling units) based on their respective person per unit occupancies. The non-residential D.C. has been calculated on a per sq.m. of G.F.A. basis for industrial development and non-industrial development respectively. Table 6-1 summarizes the recommended schedule of charges, reflecting the D.C.s by residential dwelling type and per sq.m. of G.F.A. for industrial development and non-industrial development respectively.

Tables 6-2 and 6-3 compare the Town's existing and calculated charges for a single detached residential dwelling unit and per sq.m. of G.F.A. for industrial development and non-industrial development respectively. The calculated charges are \$32,070 for a single detached residential dwelling unit, \$34.44 per sq.m. for industrial G.F.A., and \$95.59 per sq.m. for non-industrial G.F.A.

The calculated residential charge for a single detached dwelling unit represent an 57% increase (+\$11,604) over the current charge of \$20,466. The calculated non-residential charge for industrial development represent a 36% increase (+\$9.03/sq.m.) over the current charge of \$25.40 per sq.m. The calculated charge for non-industrial development represent at 22% increase (+\$17.21/sq.m.) over the current charges of \$78.38 per sq.m.



**Table 6-1  
Town of Halton Hills Schedule of Calculated D.C.s**

Service/Class of Service	RESIDENTIAL						NON-RESIDENTIAL	
	Single and Semi-Detached Dwelling	Multiples - 3 Bedrooms +	Multiples - Less than 3 Bedrooms	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Special Care/Special Dwelling Units	Industrial (per m <sup>2</sup> of Gross Floor Area)	Non-Industrial (per m <sup>2</sup> of Gross Floor Area)
<b>Municipal Wide Services/Class of Service:</b>								
Transportation Services	\$9,519	\$6,695	\$4,500	\$4,910	\$3,620	\$2,988	\$21.72	\$70.83
Fire Protection Services	\$1,321	\$929	\$624	\$681	\$502	\$414	\$3.01	\$9.83
Transit Services	\$540	\$380	\$255	\$279	\$206	\$170	\$1.12	\$3.70
Recreation and Parks Services	\$17,908	\$12,594	\$8,466	\$9,238	\$6,811	\$5,620	\$6.58	\$6.58
Library Services	\$2,269	\$1,596	\$1,073	\$1,170	\$863	\$712	\$0.83	\$0.83
Stormwater Management Services	\$86	\$60	\$41	\$44	\$33	\$27	\$0.20	\$0.64
Growth-Related Studies	\$427	\$300	\$202	\$220	\$162	\$134	\$0.97	\$3.17
<b>Total Municipal Wide Services/Class of Services</b>	<b>\$32,070</b>	<b>\$22,554</b>	<b>\$15,161</b>	<b>\$16,542</b>	<b>\$12,197</b>	<b>\$10,065</b>	<b>\$34.44</b>	<b>\$95.59</b>



Table 6-2  
Comparison of the Town of Halton Hills Current and Calculated D.C.s  
per Residential Single Detached Dwelling Unit

Service/Class of Service	Current	Calculated
Transportation Services	\$7,691	\$9,519
Fire Protection Services	\$582	\$1,321
Transit Services	\$21	\$540
Recreation and Parks Services	\$10,036	\$17,908
Library Services	\$1,331	\$2,269
Stormwater Management Services	\$233	\$86
Growth-Related Studies	\$514	\$427
Parking Services	\$59	-
<b>Total Municipal Wide Services/Classes</b>	<b>\$20,466</b>	<b>\$32,070</b>

Table 6-3  
Comparison of the Town of Halton Hills Current and Calculated D.C.s  
per Non-Residential (per sq. m. of G.F.A.) D.C.s

Service/Class of Service	Industrial:	Industrial:	Non-Industrial:	Non-Industrial:
	Current	Calculated	Current	Calculated
Transportation Services	\$18.47	\$21.72	\$62.79	\$70.83
Fire Protection Services	\$1.40	\$3.01	\$4.75	\$9.83
Transit Services	\$0.05	\$1.12	\$0.18	\$3.70
Recreation and Parks Services	\$3.06	\$6.58	\$3.06	\$6.58
Library Services	\$0.41	\$0.83	\$0.41	\$0.83
Stormwater Management Services	\$0.59	\$0.20	\$2.00	\$0.64
Growth-Related Studies	\$1.27	\$0.97	\$4.69	\$3.17
Parking Services	\$0.15	-	\$0.50	-
<b>Total Municipal Wide Services/Classes</b>	<b>\$25.40</b>	<b>\$34.44</b>	<b>\$78.38</b>	<b>\$95.59</b>



# Chapter 7

## D.C. Policy Recommendations and D.C. Policy Rules



## 7. D.C. Policy Recommendations and D.C. Policy Rules

### 7.1 Introduction

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This chapter outlines the D.C. policy recommendations and by-law rules.

s.s.5(1)9 of the D.C.A. states that rules must be developed:

“...to determine if a development charge is payable in any particular case and to determine the amount of the charge, subject to the limitations set out in subsection 6.”

Paragraph 10 of subsection 5(1) goes on to state that the rules may provide for exemptions, phasing in and/or indexing of D.C.s.

s.s.5(6) establishes the following restrictions on the rules:

- the total of all D.C.s that would be imposed on anticipated development must not exceed the capital costs determined under 5(1) 2-8 for all services involved;
- if the rules expressly identify a type of development, they must not provide for it to pay D.C.s that exceed the capital costs that arise from the increase in the need for service for that type of development; however, this requirement does not relate to any particular development;
- if the rules provide for a type of development to have a lower D.C. than is allowed, the rules for determining D.C.s may not provide for any resulting shortfall to be made up via other development; and
- with respect to “the rules,” subsection 6 states that a D.C. by-law must expressly address the matters referred to above re s.s.5(1) para. 9 and 10, as well as how the rules apply to the redevelopment of land.

The rules provided are based on the Town’s existing policies; with consideration for the updates from Bill 108 and Bill 197.



## 7.2 D.C. By-law Structure

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

- the Town uses a uniform municipal-wide D.C. calculation for all municipal-wide services; and
- one municipal D.C. by-law be encompassing all municipal-wide services.

## 7.3 D.C. By-law Rules

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The following sets out the recommended rules governing the calculation, payment and collection of D.C.s in accordance with subsection 6 of the D.C.A.

### **It is recommended that the following provides the basis for the D.C.s:**

#### ***7.3.1 Payment in any Particular Case***

In accordance with the D.C.A., s.2(2), a D.C. be calculated, payable and collected where the development requires one or more of the following:

- a) the passing of a zoning by-law or of an amendment to a zoning by-law under Section 34 of the *Planning Act*;
- b) the approval of a minor variance under Section 45 of the *Planning Act*;
- c) a conveyance of land to which a by-law passed under Section 50(7) of the *Planning Act* applies;
- d) the approval of a plan of subdivision under Section 51 of the *Planning Act*;
- e) a consent under Section 53 of the *Planning Act*;
- f) the approval of a description under Section 50 of the Condominium Act; or
- g) the issuing of a building permit under the Building Code Act in relation to a building or structure.

#### ***7.3.2 Determination of the Amount of the Charge***

The following conventions be adopted:

1. Costs allocated to residential uses will be assigned to different types of residential units based on the average occupancy for each housing type constructed during the previous decade. Costs allocated to non-residential uses will be assigned to



industrial and non-industrial (commercial and institutional) uses based on the forecast employment by development type.

2. Costs allocated to residential and non-residential uses are based upon a number of conventions, as may be suited to each municipal circumstance. These are summarized in Chapter 5 herein.

### **7.3.3 Application to Redevelopment of Land (Demolition and Conversion)**

If a development involves the demolition and replacement of a building or structure on the same site, or the conversion from one principal use to another, the developer shall be allowed a credit equivalent to:

1. the number of dwelling units demolished/converted multiplied by the applicable residential development charge in place at the time the development charge is payable; and/or
2. the gross floor area of the building demolished/converted multiplied by the current non-residential development charge in place at the time the development charge is payable.

The demolition credit is allowed only if the land was improved by occupied structures, and if the demolition permit related to the site was issued less than 60 months (5 years) prior to the issuance of a building permit.

The credit can, in no case, exceed the amount of development charges that would otherwise be payable.

### **7.3.4 Exemptions (full or partial)**

#### **Statutory exemptions**

- Industrial building additions of up to and including 50% of the existing G.F.A. (defined in O. Reg. 82/98, s.1) of the building; for industrial building additions which exceed 50% of the existing G.F.A., only the portion of the addition in excess of 50% is subject to D.C.s (s.4(3)).
- Buildings or structures owned by and used for the purposes of any municipality, local board or Board of Education (s.3)



- Residential development that results in only the enlargement of an existing dwelling unit, or that results only in the creation of up to two additional dwelling units (based on prescribed limits set out in s.2 of O. Reg. 82/98).
- The creation of a second dwelling unit in prescribed classes of proposed new residential buildings, including structures ancillary to dwellings, subject to the prescribed restrictions based on prescribed limits set out in s.2 of O. Reg. 82/98.

### **Non-statutory exemptions**

- Land vested in or leased to a university that receives regular and ongoing operating funds from the government for the purposes of post-secondary education is exempt from development charges imposed under the Development Charges Act, 1997 if the development in respect of which development charges would otherwise be payable is intended to be occupied and used by the university;
- A place of worship and land used in connection therewith, if exempt from taxation under section 3 of the Assessment Act, R.S.O. 1990, c. A31 as amended;
- A public hospital;
- A non-residential building in connection with an agriculture use including “farm help quarters” for farming operation workers and farm storage structures. Agricultural uses do not include cannabis production facilities;
- Charities, non-profit, and not-for-profit organizations may apply to Council to seek relief from D.C.s if the following criteria are met:
  - the building must be used for the exclusive or intended use of the organization;
  - the organization must have a valid registration number;
  - the organization must have been in existence for a period of at least three (3) years immediately prior to the application;
  - the organization must be willing to sign an undertaking under seal agreeing that it will pay the D.C. s if the property ownership is transferred to a non-charitable organization within three (3) years of the date of the building permit issuance, unless the transfer is part of the agreed upon business or purpose of the organization; and
  - the use of the building must be directly related to the core business or purpose of the organization.





- D.C. s are not payable in respect of a temporary residential unit or temporary non-residential unit where the owner signs an undertaking under seal to remove the structure within three (3) years after the date of issuance of the building permit. Eligible developments will be required to pay the applicable D.C.s at the time of building permit and will receive a refund of the D.C.s paid after submitting proof of demolition to the Town;
- Seasonal structures;
- Enlargement of the gross floor area of an existing industrial building that has been in operation for a period of more than five (5) years immediately prior to the application respecting the enlargement and has been under the same ownership for the previous five (5) year. This exemption will be provided only to developments within Georgetown and Acton areas as defined in the D.C. by-law.
- Partial exemption for non-residential developments or the non-residential portion of mixed-use development based on the amount of lot coverage:
  - 50% exemption applied to the portion of the total floor area of the non-residential portion of a development that is between 1 and 1.5 times the lot area; and
  - 75% exemption for the portion of the total floor area of the non-residential portion of a development that is greater than 1.5 times the lot area.
- Buildings or structures owned by and used for the purposes of any conservation authority.

### **7.3.5 Phase in Provision(s)**

The proposed D.C. By-law will come into effect on September 1, 2022, and no transition policy has been proposed.

### **7.3.6 Timing of Collection**

The D.C.s for all services are payable upon issuance of a building permit for each dwelling unit, building, or structure, subject to early or late payment agreements entered into by the Town and an owner under s.27 of the D.C.A., 1997.

As of January 1, 2020, rental housing and institutional developments will pay D.C.s in six equal annual payments commencing at occupancy. Non-profit housing developments will pay D.C.s in 21 equal annual payments. Moreover, the D.C. amount for all developments occurring within 2 years of a Site Plan or Zoning By-law



Amendment planning application approval (for applications made after January 1, 202-), shall be determined based on the D.C. charge in effect on the day the Site Plan or Zoning By-law Amendment application was made.

Installment payments and payments determined at the time of Site Plan or Zoning By-law Amendment application are subject to annual interest charges as outlined in the Town's interest rate policy.

For the purposes of administering the By-law, the following definitions are provided as per O. Reg. 454-19:

“Rental housing” means development of a building or structure with four or more dwelling units all of which are intended for use as rented residential premises.

“Institutional development” means development of a building or structure intended for use,

- a) as a long-term care home within the meaning of subsection 2 (1) of the *Long-Term Care Homes Act, 2007*;
- b) as a retirement home within the meaning of subsection 2 (1) of the *Retirement Homes Act, 2010*;
- c) by any of the following post-secondary institutions for the objects of the institution:
  - i. a university in Ontario that receives direct, regular and ongoing operating funding from the Government of Ontario,
  - ii. a college or university federated or affiliated with a university described in subclause (i), or
  - iii. an Indigenous Institute prescribed for the purposes of section 6 of the *Indigenous Institutes Act, 2017*;
- d) as a memorial home, clubhouse or athletic grounds by an Ontario branch of the Royal Canadian Legion; or
- e) as a hospice to provide end of life care.

“Non-profit housing development” means development of a building or structure intended for use as residential premises by,



- a) a corporation without share capital to which the *Not-for-Profit Corporations Act, 2010* applies, that is in good standing under that Act and whose primary object is to provide housing;
- b) a corporation without share capital to which the *Canada Not-for-profit Corporations Act* applies, that is in good standing under that Act and whose primary object is to provide housing; or
- c) a non-profit housing co-operative that is in good standing under the *Co-operative Corporations Act*.

### **7.3.7 Indexing**

All D.C.s will be subject to mandatory indexing annually on April 1<sup>st</sup>, in accordance with provisions under the D.C.A and O. Reg. 82/98.

### **7.3.8 D.C. Spatial Applicability**

The D.C.A. historically has provided the opportunity for a municipality to impose municipal-wide charges or area specific charges. Sections 2(7) and 2(8) of the D.C.A. provide that a D.C. by-law may apply to the entire municipality or only part of it and more than one D.C. by-law may apply to the same area. Amendments to the D.C.A. now require municipalities to consider the application of municipal-wide and area-specific D.C.s. s.10(2)(c.1) requires Council to consider the use of more than one D.C. by-law to reflect different needs from services in different areas. Most municipalities in Ontario have established uniform, municipal-wide D.C.s. This has been the Town's approach in prior D.C. by-laws. When area-specific charges are used, it is generally to underpin master servicing and front-end financing arrangements for more localized capital costs.

The rationale for maintaining a municipal-wide D.C. approach is based, in part, on the following:

- The ten-year service level from all applicable services across the municipality can be included to establish an upper ceiling on the amount of funds which can be collected. If a D.C. by-law applied to only a part of the municipality, the level of service cannot exceed that which would be determined if the by-law applied to the whole municipality. As such, when applied to forecast growth within the specific area, it would establish an area specific level of service ceiling which



could reduce the total revenue recoverable for the municipality, potentially resulting in D.C. revenue shortfalls and impacts on property taxes and user rates.

- Municipal-wide D.C.s ensures a consistent approach to financing the entire cost associated with growth-related capital projects. For example, user rates and property taxes are required to finance the share of growth-related capital projects not recoverable by D.C.s and all associated operating costs. Therefore, the use of area specific D.C.s results in a share of growth-related capital costs being recovered from a specific area, with the remaining capital costs of the projects (i.e. non-D.C. recoverable share) and the associated operating costs with those new assets being recovered from uniform user rates and property taxes, applied to the entire municipality.
- Attempting to impose an area-specific D.C. potentially causes equity issues in transitioning from a municipal-wide approach to an area-specific approach. An area of a municipality that is less developed and becomes subject to an area specific D.C., could face a significant increase in D.C. rates, as the municipality will not benefit from drawing on the pool of D.C. funding and may have contributed regional D.C.s to fund capital required to support development in other communities of the municipality. Whereas another part of the municipality that has experienced significant growth which required substantial capital investments, benefitted from the capital investments being financed by municipal-wide D.C.s. The implementation of area-specific D.C.s could result in varying D.C.s across the municipality, which may impact the ability to attract investment into parts of the community.
- Services are generally available across the Town, used often by all residents and are not restricted to one specific geographic area. The use of a municipal-wide D.C. approach reflects these system-wide benefits of service and more closely aligns with the funding principles of service provision (e.g. uniform municipal-wide property tax rates, etc.).

Based on the foregoing and discussions with Town staff, there is no apparent justification for the establishment of area-specific D.C.s at this time. The recommendation is to continue to apply municipal-wide D.C.s for all services.



## 7.4 Deferral Policies

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### ***7.4.1 Deferral of Residential Development Charges for Affordable Rental Housing***

As set out in the Town's Community Improvement Plan (CIP) (ADMIN-2022-0021 re: CIP Update – Statutory Public Meeting Report), a deferral of residential D.C.s for Affordable Rental Housing is proposed in support of the Town Strategic Plan and CIP. This policy, along with other policies, is designed to help maximize the Town's capacity to affect positive change in the housing market, resulting in the development of more and varied forms of affordable housing in Halton Hills.

The following are the details of the proposed policy:

- The Town Treasurer can approve up to a twenty (20) year deferral for an eligible residential rental development, subject to a DC deferral agreement under section 27 of the D.C.A.
- The development must meet the definition of “Affordable Rental Housing” as follows:
  - the development of a residential building with the greater of 25% or 10 rental dwelling units being operated at or below the affordable rent threshold defined in the Regional Municipality of Halton's annual State of Housing report
- Affordability requirements must be met for a minimum of twenty (20) years.
- Payments are to be amortized, without interest, over a period not to exceed twenty (20) years
- Payments will be made in equal annual installments with the first installment due at the issuance of a building permit
- The owner must enter into a D.C. deferral agreement with the Town prior to the issuance of a building permit
- If the owner requires a building permit to be issued prior to the execution of the deferral agreement, the owner must provide a certified cheque, irrevocable letter of credit with a financial institution acceptable to the Treasurer, or any other securities allowed under the Town's policy. The certified cheque or other securities will be returned to the owner once the agreement has been fully executed and finalized



- The owner must provide post-dated cheques for each annual installment as outlined in the agreement at the time of signing the agreement
- The owner agrees to pay an administration fee in the amount of \$717.06 (plus HST) upon execution of the agreement. This fee will be reviewed annually with all other Town fees and is subject to change as outlined in the Town's User Fee By-law.
- The Town will attempt to register the agreement on title in order to secure the future installments
- Payment not made in any one year would be deemed in default and the amount unpaid would be recovered by adding the amount to the property tax roll and collected in the like manner as taxes

#### **7.4.2 Deferral of Non-Residential Development Charges**

The Town will continue to provide the D.C. deferral policy for Non-Residential Development Charges (CS-2017-0001). Along with the Town's other policies (such as CIP), this policy will continue to support the Town's Strategic Plan and economic development.

The following are the details of the current policy with a proposed adjustment:

- The Town Treasurer can approve up to a ten (10) year deferral for an eligible non-residential development, subject to a D.C. deferral agreement under section 27 of the D.C.A.
- The development must meet the definition of "non-residential" under the D.C. by-law
- For industrial development, the proposed development should not exceed 50,000 sq ft in total floor area as defined in the by-law
- For non-industrial development, the proposed development should not exceed 25,000 sq. ft. in total floor area as defined in the by-law
- Any application request that does not meet the eligibility criteria must be submitted to Council for consideration
- Payments are to be amortized over a period not to exceed ten years at the prime lending rate of the Town's bank plus 1%
- Payments will be made on an annual basis with the first payment due one year after the issuance of a building permit



- It is recommended that the timing of the first payment be adjusted to be upon issuance of a building permit for consistency with other deferral policies.
- The owner must enter into a D.C. deferral agreement with the Town prior to the issuance of a building permit
- If the owner requires a building permit to be issued prior to the completion of the Deferral Agreement process the owner must provide a certified cheque, irrevocable letter of credit with a financial institution acceptable to the Treasurer, or any other securities allowed under the Town's policy. The certified cheque or other securities will be returned to the owner once the Agreement has been fully executed and finalized
- The owner must provide post-dated cheques for each subsequent annual payment as outlined in the agreement at the time of signing the agreement.
- The owner agrees to pay an administration fee in the amount of \$717.06 (plus HST) upon execution of the agreement. This fee will be reviewed annually with all other Town fees and is subject to change as outlined in the Town's User Fee By-law.
- The owner must provide securities in the amount of the applicable development charges plus interest amounts. The owner must:
  - Post an irrevocable letter of credit with a financial institution acceptable to the Treasurer, or any other securities allowed under the Town's policy, or
  - The agreement may be registered on title
- Payment not made in any one year would be deemed in default and the amount unpaid would be recovered by drawing down on securities or adding the amount to the property tax roll and collected in the like manner as taxes

## **7.5 Other D.C. By-law Provisions**

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

It is recommended that the Town's D.C. collections be contributed into seven (7) separate reserve funds, including:

- Municipal-wide
  - Transportation Services;
  - Fire Protection Services;



- Transit Services
- Recreation and Parks Services;
- Library Services;
- Stormwater Management services; and
- Growth-Related Studies (class of service).

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

The proposed by-law under D.C.A. will come into force on September 1, 2022.

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

The minimum interest rate is the Bank of Canada rate on the day on which the by-law comes into force (as per s.11 of O. Reg. 82/98). No interest will be paid on refunds resulting from a change in building plans or permits.

## **7.6 Other Recommendations**

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

“Approve the capital project listing set out in Chapter 5 of the D.C. Background Study dated April 15, 2022 subject to further annual review during the capital budget process;”

“Express its intention that the development-related cost of post-2032 capacity for Transit and post-2036 capacity of any other services identified in the background study as amended shall be paid for subsequently by D.C.s and other similar charges”

“Delegate to the Town Treasurer the authority to enter into D.C. deferral agreements for Affordable Rental Housing and Non-Residential Development as defined in subsections 7.4.1 and 7.4.2 of the D.C. Background Study dated April 15, 2022.”

“Approve the D.C. Background Study dated April 15, 2022”

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

“Approve the D.C. By-law as set out in Appendix G.”





# Chapter 8

## By-law Implementation



## 8. By-law Implementation

### 8.1 Public Consultation Process

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#### **8.1.1 Introduction**

This chapter addresses the mandatory, formal public consultation process (Section 9.1.2), as well as the optional, informal consultation process (Section 9.1.3). The latter is designed to seek the co-operation and participation of those involved, in order to produce the most suitable policy. Section 9.1.4 addresses the anticipated impact of the D.C. on development from a generic viewpoint.

#### **8.1.2 Public Meeting of Council**

Section 12 of the D.C.A. indicates that before passing a D.C. by-law, Council must hold at least one public meeting, giving at least 20 clear days' notice thereof, in accordance with the Regulation. Council must also ensure that the proposed by-law and background report are made available to the public at least two weeks prior to the (first) meeting.

Any person who attends such a meeting may make representations related to the proposed by-law.

If a proposed by-law is changed following such a meeting, Council must determine whether a further meeting (under this section) is necessary (i.e. if the proposed by-law which is proposed for adoption has been changed in any respect, Council should formally consider whether an additional public meeting is required, incorporating this determination as part of the final by-law or associated resolution). It is noted that Council's decision regarding additional public meetings, once made, is final and not subject to review by a Court or the Ontario Land Tribunal (OLT) (formerly the Local Planning Appeal Tribunal (LPAT)).



### **8.1.3 Other Consultation Activity**

There are three broad groupings of the public who are generally the most concerned with municipal D.C. policy:

1. The first grouping is the residential development community, consisting of land developers and builders, who are typically responsible for generating the majority of the D.C. revenues. Others, such as realtors, are directly impacted by D.C. policy. They are, therefore, potentially interested in all aspects of the charge, particularly the quantum by unit type, projects to be funded by the D.C. and the timing thereof, and municipal policy with respect to development agreements, D.C. credits and front-ending requirements.
2. The second public grouping embraces the public at large and includes taxpayer coalition groups and others interested in public policy.
3. The third grouping is the industrial/commercial/institutional development sector, consisting of land developers and major owners or organizations with significant construction plans, such as hotels, entertainment complexes, shopping centres, offices, industrial buildings and institutions. Also involved are organizations such as Industry Associations, the Chamber of Commerce, the Board of Trade and the Economic Development Agencies, who are all potentially interested in Municipal D.C. policy. Their primary concern is frequently with the quantum of the charge, gross floor area exclusions such as basements, mechanical or indoor parking areas, or exemptions and phase-in or capping provisions in order to moderate the impact.

## **8.2 Anticipated Impact of the Charge on Development**

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The establishment of sound D.C. policy often requires the achievement of an acceptable balance between two competing realities. The first is that high non-residential D.C.s can, to some degree, represent a barrier to increased economic activity and sustained industrial/commercial growth, particularly for capital intensive uses. Also, increased residential D.C.s can impact development project feasibility in some cases (e.g. rental apartments).



On the other hand, D.C.s or other Town capital funding sources need to be obtained in order to help ensure that the necessary infrastructure and amenities are installed. The timely installation of such works is a key requirement in providing adequate service levels and in facilitating strong economic growth, investment and wealth generation.

## **8.3 Implementation Requirements**

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### **8.3.1 Introduction**

Once the Town has calculated the charge, prepared the complete background study, carried out the public process and passed a new by-law, the emphasis shifts to implementation matters.

These include notices, potential appeals and complaints, credits, front-ending agreements, subdivision agreement conditions and finally the collection of revenues and funding of projects.

The sections which follow overview the requirements in each case.

### **8.3.2 Notice of Passage**

In accordance with s.13 of the D.C.A., when a D.C. by-law is passed, the Town clerk shall give written notice of the passing and of the last day for appealing the by-law (the day that is 40 days after the day it was passed). Such notice must be given no later than 20 days after the day the by-law is passed (i.e. as of the day of newspaper publication or the mailing of the notice).

Section 10 of O. Reg. 82/98 further defines the notice requirements which are summarized as follows:

- notice may be given by publication in a newspaper which is (in the clerk's opinion) of sufficient circulation to give the public reasonable notice, or by personal service, fax or mail to every owner of land in the area to which the by-law relates;
- subsection.10 (4) lists the persons/organizations who must be given notice; and
- subsection10 (5) lists the eight items which the notice must cover.



### **8.3.3 By-law Pamphlet**

In addition to the “notice” information, the Town must prepare a “pamphlet” explaining each D.C. by-law in force, setting out:

- a description of the general purpose of the D.C.s;
- the “rules” for determining if a charge is payable in a particular case and for determining the amount of the charge;
- the services to which the D.C.s relate; and
- a general description of the general purpose of the treasurer’s statement and where it may be received by the public.

Where a by-law is not appealed to the OLT., the pamphlet must be readied within 60 days after the by-law comes into force. Later dates apply to appealed by-laws.

The Town must give one copy of the most recent pamphlet without charge, to any person who requests one.

### **8.3.4 Appeals**

Sections 13 to 19 of the D.C.A. set out the requirements relative to making and processing a D.C. by-law appeal and OLT Hearing in response to an appeal. Any person or organization may appeal a D.C. by-law to the OLT by filing a notice of appeal with the Town clerk, setting out the objection to the by-law and the reasons supporting the objection. This must be done by the last day for appealing the by-law, which is 40 days after the by-law is passed.

### **8.3.5 Complaints**

A person required to pay a D.C., or his agent, may complain to the Council imposing the charge that:

- the amount of the charge was incorrectly determined;
- the reduction to be used against the D.C. was incorrectly determined; or
- there was an error in the application of the D.C.

Sections 20 to 25 of the D.C.A. set out the requirements that exist, including the fact that a complaint may not be made later than 90 days after a D.C. (or any part of it) is payable. A complainant may appeal the decision of Town Council to the OLT.



### **8.3.6 Credits**

Sections 38 to 41 of the D.C.A. set out a number of credit requirements, which apply where a municipality agrees to allow a person to perform work in the future that relates to a service in the D.C. by-law.

These credits would be used to reduce the amount of D.C.s to be paid. The value of the credit is limited to the reasonable cost of the work which does not exceed the average level of service. The credit applies only to the service to which the work relates, unless the municipality agrees to expand the credit to other services for which a D.C. is payable.

### **8.3.7 Front-Ending Agreements**

The Town and one or more landowners may enter into a front-ending agreement which provides for the costs of a project which will benefit an area in the municipality to which the D.C. by-law applies. Such an agreement can provide for the costs to be borne by one or more parties to the agreement who are, in turn, reimbursed in future by persons who develop land defined in the agreement.

Part III of the D.C.A. (Sections 44 to 58) addresses front-ending agreements and removes some of the obstacles to their use which were contained in the D.C.A., 1989. Accordingly, the municipality assesses whether this mechanism is appropriate for its use, as part of funding projects prior to municipality funds being available.

### **8.3.8 Severance and Subdivision Agreement Conditions**

Section 59 of the D.C.A. prevents a municipality from imposing directly or indirectly, a charge related to development or a requirement to construct a service related to development, by way of a condition or agreement under s.51 or s.53 of the Planning Act, except for:

- “local services, related to a plan of subdivision or within the area to which the plan relates, to be installed or paid for by the owner as a condition of approval under section 51 of the Planning Act;” and
- “local services to be installed or paid for by the owner as a condition of approval under section 53 of the Planning Act.”



It is also noted that subsection 59 (4) of the D.C.A. requires that the municipal approval authority for a draft plan of subdivision under subsection 51 (31) of the *Planning Act*, use its power to impose conditions to ensure that the first purchaser of newly subdivided land is informed of all the D.C.s related to the development, at the time the land is transferred.

In this regard, if the municipality in question is a commenting agency, in order to comply with subsection 59 (4) of the D.C.A. it would need to provide to the approval authority, information regarding the applicable Town D.C.s related to the site.

If the Town is an approval authority for the purposes of section 51 of the *Planning Act*, it would be responsible to ensure that it collects information from all entities which can impose a D.C.

The most effective way to ensure that purchasers are aware of this condition would be to require it as a provision in a registered subdivision agreement, so that any purchaser of the property would be aware of the charges at the time the title was searched prior to closing a transaction conveying the lands.



# Appendices





# Appendix A

## Background Information on Residential and Non- Residential Growth Forecast



## Schedule 1 Town of Halton Hills Residential Growth Forecast Summary

	Year	Population (Including Census Undercount) <sup>[1]</sup>	Excluding Census Undercount			Housing Units					Persons Per Unit (P.P.U.): Total Population/ Total Households
			Population	Institutional Population	Population Excluding Institutional Population	Singles & Semi- Detached	Multiple Dwellings <sup>[2]</sup>	Apartments <sup>[3]</sup>	Other	Total Households	
Historical	Mid 2006	56,940	55,289	999	54,290	14,735	1,945	2,040	100	18,820	2.938
	Mid 2011	60,770	59,008	1,063	57,945	15,835	2,394	1,999	33	20,261	2.912
	Mid 2016	62,990	61,161	961	60,200	16,360	2,590	2,110	30	21,090	2.900
Forecast	Mid 2022	65,910	64,001	1,015	62,986	17,097	2,763	2,674	30	22,564	2.836
	Mid 2027	73,540	71,404	1,136	70,268	17,966	3,945	3,744	30	25,685	2.780
	Mid 2032	86,330	83,823	1,322	82,501	19,875	5,637	4,812	30	30,353	2.762
	Mid 2036	94,630	91,885	1,446	90,439	21,098	6,706	5,567	30	33,401	2.751
Incremental	<b>Mid 2006 - Mid 2011</b>	<b>3,830</b>	<b>3,719</b>	<b>64</b>	<b>3,655</b>	<b>1,100</b>	<b>449</b>	<b>-41</b>	<b>-67</b>	<b>1,441</b>	
	<b>Mid 2011 - Mid 2016</b>	<b>2,220</b>	<b>2,153</b>	<b>-102</b>	<b>2,255</b>	<b>525</b>	<b>196</b>	<b>111</b>	<b>-3</b>	<b>829</b>	
	<b>Mid 2016 - Mid 2022</b>	<b>2,920</b>	<b>2,840</b>	<b>54</b>	<b>2,786</b>	<b>737</b>	<b>173</b>	<b>564</b>	<b>0</b>	<b>1,474</b>	
	<b>Mid 2022 - Mid 2027</b>	<b>7,630</b>	<b>7,403</b>	<b>121</b>	<b>7,282</b>	<b>869</b>	<b>1,182</b>	<b>1,070</b>	<b>0</b>	<b>3,121</b>	
	<b>Mid 2022 - Mid 2032</b>	<b>20,420</b>	<b>19,822</b>	<b>307</b>	<b>19,515</b>	<b>2,778</b>	<b>2,874</b>	<b>2,138</b>	<b>0</b>	<b>7,789</b>	
	<b>Mid 2022 - Mid 2036</b>	<b>28,720</b>	<b>27,884</b>	<b>431</b>	<b>27,453</b>	<b>4,001</b>	<b>3,943</b>	<b>2,893</b>	<b>0</b>	<b>10,837</b>	

[1] Census undercount estimated at approximately 3.0%.

[2] Includes townhouses and apartments in duplexes.

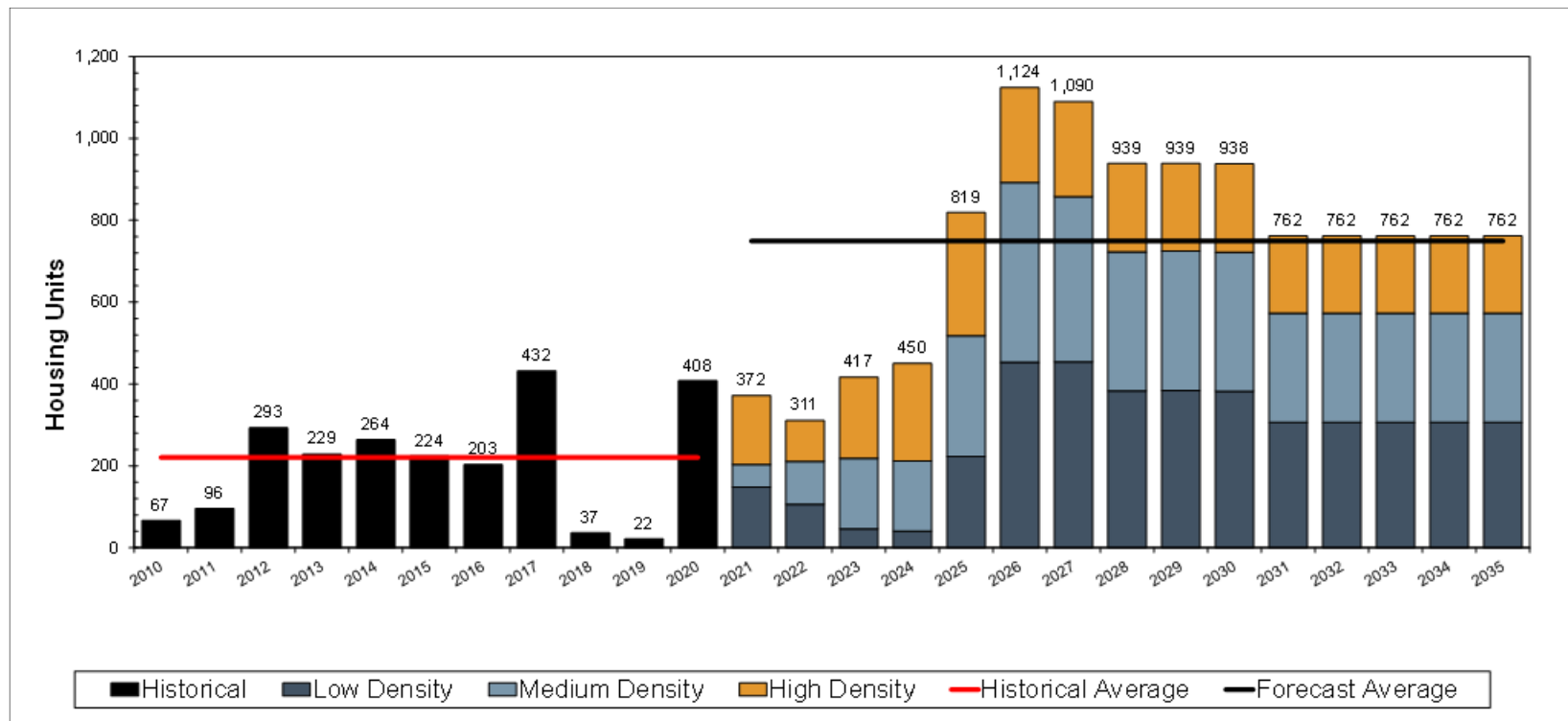
[3] Includes bachelor, 1-bedroom, and 2-bedroom+ apartment units.

Note: Population including the Census undercount has been rounded.

Source: Short-term forecast derived from information provided by the Town of Halton Hills, long-term forecast derived from Region of Halton Integrated Growth Management Study (2018), Regional Official Plan Amendment 38 (2011), and Best Planning Estimates of Population, Occupied Dwelling Units and Employment, 2011-2031 (2011) forecast for the Town of Halton Hills by Watson & Associates Economists Ltd., 2021.



Figure A-1  
Town of Halton Hills  
Annual Housing Forecast<sup>[1]</sup>



[1] Growth forecast represents calendar year.  
Source: Historical housing activity derived from Town of Halton Hills building permit data, 2011 to 2020.



**Schedule 2**  
**Town of Halton Hills**  
**Estimate of the Anticipated Amount, Type and Location of**  
**Residential Development for Which Development Charges can be Imposed**

Development Location	Timing	Single & Semi-Detached	Multiples <sup>[1]</sup>	Apartments <sup>[2]</sup>	Total Residential Units	Gross Population In New Units	Existing Unit Population Change	Net Population Increase, Excluding Institutional	Institutional Population	Net Population Including Institutional
Vision Georgetown	2022 - 2027	557	515	193	1,265	3,480	0	3,480	0	3,480
	2022 - 2032	2,042	1,888	709	4,639	12,760	0	12,760	0	12,760
	2022 - 2036	2,925	2,705	1,016	6,646	18,283	0	18,283	0	18,283
Georgetown Designated Greenfield Area (Excludes Vision Georgetown)	2022 - 2027	183	29	3	215	715	-18	696	8	704
	2022 - 2032	497	174	18	689	2,181	-30	2,151	19	2,170
	2022 - 2036	745	286	27	1,058	3,328	-36	3,292	27	3,319
Georgetown Built Boundary	2022 - 2027	24	494	873	1,391	2,676	-187	2,490	76	2,565
	2022 - 2032	111	668	1,410	2,189	4,270	-303	3,967	192	4,159
	2022 - 2036	203	808	1,850	2,861	5,642	-368	5,275	270	5,545
Acton	2022 - 2027	0	144	0	144	339	-46	293	19	312
	2022 - 2032	0	144	0	144	339	-75	264	47	312
	2022 - 2036	0	144	0	144	339	-91	248	67	315
Hamlets and Other Rural Lands	2022 - 2027	105	0	0	105	368	-47	321	19	340
	2022 - 2032	128	0	0	128	449	-76	373	48	421
	2022 - 2036	128	0	0	128	449	-92	357	67	424
Town of Halton Hills	2022 - 2027	869	1,182	1,069	3,120	7,578	-298	7,280	121	7,401
	2022 - 2032	2,778	2,874	2,137	7,789	19,999	-484	19,515	307	19,822
	2022 - 2036	4,001	3,943	2,893	10,837	28,041	-587	27,454	431	27,885

<sup>[1]</sup> Includes townhouses and apartments in duplexes.

<sup>[2]</sup> Includes accessory apartments, bachelor, 1-bedroom and 2-bedroom+ apartments.

Note: Numbers may not add to totals due to rounding.

Source: Short-term forecast derived from information provided by the Town of Halton Hills, long-term forecast derived from Region of Halton Integrated Growth Management Study (2018), Regional Official Plan Amendment 38 (2011), and Best Planning Estimates of Population, Occupied Dwelling Units and Employment, 2011-2031 (2011) forecast for the Town of Halton Hills by Watson & Associates Economists Ltd., 2021.



Schedule 3  
Town of Halton Hills  
Current Year Growth Forecast  
Mid 2016 to Mid 2022

		Population
Mid 2016 Population		61,161
Occupants of New Housing Units, Mid 2016 to Mid 2022	<i>Units (2)</i>	1,474
	<i>multiplied by P.P.U. (3)</i>	2,671
	<i>gross population increase</i>	3,937
Occupants of New Equivalent Institutional Units, Mid 2016 to Mid 2022	<i>Units</i>	49
	<i>multiplied by P.P.U. (3)</i>	1,100
	<i>gross population increase</i>	53
Decline in Housing Unit Occupancy, Mid 2016 to Mid 2022	<i>Units (4)</i>	21,090
	<i>multiplied by P.P.U. decline rate (5)</i>	-0.055
	<i>total decline in population</i>	-1,150
Population Estimate to Mid 2022		64,001
<i>Net Population Increase, Mid 2016 to Mid 2022</i>		<i>2,840</i>

- (1) 2016 population based on Statistics Canada Census unadjusted for Census undercount.  
 (2) Estimated residential units constructed, Mid-2016 to the beginning of the growth period assuming a six-month lag between construction and occupancy.  
 (3) Average number of persons per unit (P.P.U.) is assumed to be:

Structural Type	Persons Per Unit <sup>1</sup> (P.P.U.)	% Distribution of Estimated Units <sup>2</sup>	Weighted Persons Per Unit Average
<i>Singles &amp; Semi Detached</i>	3.581	50%	1.791
<i>Multiples (6)</i>	2.133	12%	0.250
<i>Apartments (7)</i>	1.646	38%	0.630
Total		100%	2.671

<sup>1</sup> Based on 2016 Census custom database

<sup>2</sup> Based on Building permit/completion activity

- (4) 2016 households taken from Statistics Canada Census.  
 (5) Decline occurs due to aging of the population and family life cycle changes, lower fertility rates and changing economic conditions.  
 (6) Includes townhouses and apartments in duplexes.  
 (7) Includes bachelor, 1-bedroom and 2-bedroom+ apartments.

Note: Numbers may not add to totals due to rounding.



Schedule 4a  
Town of Halton Hills  
5 Year Growth Forecast  
Mid 2022 to Mid 2027

		Population
Mid 2022 Population		64,001
Occupants of New Housing Units, Mid 2022 to Mid 2027	<i>Units (2)</i>	3,121
	<i>multiplied by P.P.U. (3)</i>	2,429
	<i>gross population increase</i>	7,580
Occupants of New Equivalent Institutional Units, Mid 2022 to Mid 2027	<i>Units</i>	110
	<i>multiplied by P.P.U. (3)</i>	1,100
	<i>gross population increase</i>	121
Decline in Housing Unit Occupancy, Mid 2022 to Mid 2027	<i>Units (4)</i>	22,564
	<i>multiplied by P.P.U. decline rate (5)</i>	-0.013
	<i>total decline in population</i>	-298
Population Estimate to Mid 2027		71,404
<i>Net Population Increase, Mid 2022 to Mid 2027</i>		<i>7,403</i>

(1) Mid 2022 Population based on:

2016 Population (61,161) + Mid 2016 to Mid 2022 estimated housing units to beginning of forecast period (1,474 x 2.671 = 3,937) + (49 x 1.1 = 53) + (21,090 x -0.055 = -1,150) = 64,001

(2) Based upon forecast building permits/completions assuming a lag between construction and occupancy.

(3) Average number of persons per unit (P.P.U.) is assumed to be:

Structural Type	Persons Per Unit <sup>1</sup> (P.P.U.)	% Distribution of Estimated Units <sup>2</sup>	Weighted Persons Per Unit Average
<i>Singles &amp; Semi Detached</i>	3.505	28%	0.976
<i>Multiples (6)</i>	2.354	38%	0.891
<i>Apartments (7)</i>	1.637	34%	0.561
	1.333		
<i>one bedroom or less</i>			
<i>two bedrooms or more</i>	1.808		
<b>Total</b>		100%	2.429

<sup>1</sup> Persons per unit based on adjusted Statistics Canada Custom 2016 Census database.

<sup>2</sup> Forecast unit mix based upon historical trends and housing units in the development process.

(4) Mid 2022 households based upon 2016 Census (21,090 units) + Mid 2016 to Mid 2022 unit estimate (1,474 units) = 22,564 units.

(5) Decline occurs due to aging of the population and family life cycle changes, lower fertility rates and changing economic conditions.

(6) Includes townhouses and apartments in duplexes.

(7) Includes bachelor, 1-bedroom and 2-bedroom+ apartments.

Note: Numbers may not add to totals due to rounding.



**Schedule 4b  
Town of Halton Hills  
Ten Year Growth Forecast  
Mid 2022 to Mid 2032**

		Population
Mid 2022 Population		64,001
Occupants of New Housing Units, Mid 2022 to Mid 2032	<i>Units (2)</i>	7,789
	<i>multiplied by P.P.U. (3)</i>	2,568
	<i>gross population increase</i>	19,999
		19,999
Occupants of New Equivalent Institutional Units, Mid 2022 to Mid 2032	<i>Units</i>	279
	<i>multiplied by P.P.U. (3)</i>	1,100
	<i>gross population increase</i>	307
		307
Decline in Housing Unit Occupancy, Mid 2022 to Mid 2032	<i>Units (4)</i>	22,564
	<i>multiplied by P.P.U. decline rate (5)</i>	-0.021
	<i>total decline in population</i>	-484
		-484
Population Estimate to Mid 2032		83,823
<i>Net Population Increase, Mid 2022 to Mid 2032</i>		19,822

(1) Mid 2022 Population based on:

2016 Population (61,161) + Mid 2016 to Mid 2022 estimated housing units to beginning of forecast period (1,474 x 2.671 = 3,937) + (49 x 1.1 = 53) + (21,090 x -0.055 = -1,150) = 64,001

(2) Based upon forecast building permits/completions assuming a lag between construction and occupancy.

(3) Average number of persons per unit (P.P.U.) is assumed to be:

Structural Type	Persons Per Unit <sup>1</sup> (P.P.U.)	% Distribution of Estimated Units <sup>2</sup>	Weighted Persons Per Unit Average
<i>Singles &amp; Semi Detached</i>	3.505	36%	1.250
<i>Multiples (6)</i>	2.354	37%	0.868
<i>Apartments (7)</i>	1.637	27%	0.449
<i>one bedroom or less</i>	1.333		
<i>two bedrooms or more</i>	1.808		
<b>Total</b>		100%	2.568

<sup>1</sup> Persons per unit based on adjusted Statistics Canada Custom 2016 Census database.

<sup>2</sup> Forecast unit mix based upon historical trends and housing units in the development process.

(4) Mid 2022 households based upon 2016 Census (21,090 units) + Mid 2016 to Mid 2022 unit estimate (1,474 units) = 22,564 units.

(5) Decline occurs due to aging of the population and family life cycle changes, lower fertility rates and changing economic conditions.

(6) Includes townhouses and apartments in duplexes.

(7) Includes bachelor, 1-bedroom and 2-bedroom+ apartments.

Note: Numbers may not add to totals due to rounding.



**Schedule 5  
Town of Halton Hills  
2036 Growth Forecast  
Mid 2022 to Mid 2036**

		Population
Mid 2022 Population		64,001
Occupants of New Housing Units, Mid 2022 to Mid 2036	<i>Units (2)</i>	10,837
	<i>multiplied by P.P.U. (3)</i>	2,587
	<i>gross population increase</i>	28,040
Occupants of New Equivalent Institutional Units, Mid 2022 to Mid 2036	<i>Units</i>	392
	<i>multiplied by P.P.U. (3)</i>	1,100
	<i>gross population increase</i>	431
Decline in Housing Unit Occupancy, Mid 2022 to Mid 2036	<i>Units (4)</i>	22,564
	<i>multiplied by P.P.U. decline rate (5)</i>	-0.026
	<i>total decline in population</i>	-587
Population Estimate to Mid 2036		91,885
<i>Net Population Increase, Mid 2022 to Mid 2036</i>		<i>27,884</i>

(1) Mid 2022 Population based on:

2016 Population (61,161) + Mid 2016 to Mid 2022 estimated housing units to beginning of forecast period (1,474 x 2.671 = 3,937) + (49 x 1.1 = 53) + (21,090 x -0.055 = -1,150) = 64,001

(2) Based upon forecast building permits/completions assuming a lag between construction and occupancy.

(3) Average number of persons per unit (P.P.U.) is assumed to be:

Structural Type	Persons Per Unit <sup>1</sup> (P.P.U.)	% Distribution of Estimated Units <sup>2</sup>	Weighted Persons Per Unit Average
<i>Singles &amp; Semi Detached</i>	3.505	37%	1.294
<i>Multiples (6)</i>	2.354	36%	0.856
<i>Apartments (7)</i>	1.637	27%	0.437
	1.333		
<i>one bedroom or less</i>	1.333		
<i>two bedrooms or more</i>	1.808		
<b>Total</b>		100%	2.587

<sup>1</sup> Persons per unit based on Statistics Canada Custom 2016 Census database.

<sup>2</sup> Forecast unit mix based upon historical trends and housing units in the development process.

(4) Mid 2022 households based upon 2016 Census (21,090 units) + Mid 2016 to Mid 2022 unit estimate (1,474 units) = 22,564 units.

(5) Decline occurs due to aging of the population and family life cycle changes, lower fertility rates and changing economic conditions.

(6) Includes townhouses and apartments in duplexes.

(7) Includes bachelor, 1-bedroom and 2-bedroom+ apartments.

Note: Numbers may not add to totals due to rounding.





Schedule 6  
Town of Halton Hills  
Historical Residential Building Permits  
Years 2011 to 2020

Year	Residential Building Permits			
	Singles & Semi Detached	Multiples <sup>[1]</sup>	Apartments <sup>[2]</sup>	Total
2011	75	23	2	100
2012	144	25	0	169
2013	192	38	0	230
2014	67	0	0	67
2015	73	23	0	96
Sub-total	551	109	2	662
<b>Average (2011 - 2015)</b>	<b>110</b>	<b>22</b>	<b>0</b>	<b>132</b>
% Breakdown	83.2%	16.5%	0.3%	100.0%
2016	83	71	57	211
2017	280	0	2	282
2018	36	8	0	44
2019	12	0	0	12
2020	185	38	185	408
Sub-total	596	117	244	957
<b>Average (2016 - 2020)</b>	<b>119</b>	<b>23</b>	<b>49</b>	<b>191</b>
% Breakdown	62.3%	12.2%	25.5%	100.0%
2011 - 2020				
Total	1,147	226	246	1,619
<b>Average</b>	<b>115</b>	<b>23</b>	<b>25</b>	<b>162</b>
% Breakdown	70.8%	14.0%	15.2%	100.0%

<sup>[1]</sup> Includes townhouses and apartments in duplexes.

<sup>[2]</sup> Includes bachelor, 1-bedroom, and 2-bedroom+ apartment units.

Source: Historical housing activity derived from Town of Halton Hills building permit data, 2011 to 2020.



**Schedule 7a**  
**Town of Halton Hills**  
**Person Per Unit by Age and Type of Dwelling**  
**(2016 Census)**

Age of Dwelling	Singles and Semi-Detached						15 Year Average
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total	
1-5	-	-	1,545	3,534	4,944	<b>3,581</b>	
6-10	-	-	-	3,354	4,710	<b>3,510</b>	
11-15	-	-	1,941	3,315	4,673	<b>3,423</b>	3,505
16-20	-	-	-	3,324	4,594	<b>3,389</b>	
20-25	-	-	-	3,158	4,200	<b>3,282</b>	
25-35	-	-	2,500	3,050	4,593	<b>3,217</b>	
35+	-	1,474	2,011	2,781	4,050	<b>2,757</b>	
<b>Total</b>	-	<b>1,571</b>	<b>2,027</b>	<b>3,051</b>	<b>4,386</b>	<b>3,088</b>	

Age of Dwelling	Multiples <sup>[1]</sup>						15 Year Average
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total	
1-5	-	-	-	2,070	-	<b>2,133</b>	
6-10	-	-	1,714	2,673	-	<b>2,544</b>	
11-15	-	-	1,714	2,525	-	<b>2,384</b>	2,354
16-20	-	-	-	2,591	-	<b>2,281</b>	
20-25	-	-	2,083	2,257	-	<b>2,261</b>	
25-35	-	-	-	2,611	-	<b>2,383</b>	
35+	-	-	2,200	2,652	-	<b>2,527</b>	
<b>Total</b>	-	<b>1,455</b>	<b>1,872</b>	<b>2,530</b>	<b>2,923</b>	<b>2,412</b>	

Age of Dwelling	Apartments <sup>[2]</sup>						15 Year Average
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total	
1-5	-	-	-	-	-	-	
6-10	-	-	-	-	-	<b>1,429</b>	
11-15	-	-	-	-	-	-	1,429
16-20	-	1,091	1,563	-	-	<b>1,429</b>	
20-25	-	1,154	1,667	-	-	<b>1,559</b>	
25-35	-	1,095	1,438	-	-	<b>1,426</b>	
35+	-	1,150	1,885	2,500	-	<b>1,724</b>	
<b>Total</b>	-	<b>1,140</b>	<b>1,757</b>	<b>2,673</b>	-	<b>1,638</b>	

Age of Dwelling	All Density Types					
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total
1-5	-	-	1,846	3,177	4,944	<b>3,225</b>
6-10	-	-	2,000	3,213	4,588	<b>3,198</b>
11-15	-	-	1,771	3,213	4,673	<b>3,247</b>
16-20	-	1,000	1,722	3,198	4,594	<b>3,108</b>
20-25	-	1,308	1,800	3,059	4,200	<b>2,962</b>
25-35	-	1,318	1,778	2,979	4,808	<b>2,818</b>
35+	-	1,220	1,967	2,760	3,940	<b>2,594</b>
<b>Total</b>	-	<b>1,220</b>	<b>1,906</b>	<b>2,974</b>	<b>4,335</b>	<b>2,855</b>

<sup>[1]</sup> Includes townhouses and apartments in duplexes.

<sup>[2]</sup> Includes bachelor, 1 bedroom and 2 bedroom+ apartments.

Note: Does not include Statistics Canada data classified as 'Other'

P.P.U. Not calculated for samples less than or equal to 50 dwelling units, and does not include institutional population.



Schedule 7b  
Halton Region  
Person Per Unit by Age and Type of Dwelling  
(2016 Census)

Age of Dwelling	Singles and Semi-Detached					Total	15 Year Average
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR		
1-5	-	1,850	2,229	3,586	4,580	<b>3,628</b>	
6-10	-	-	2,349	3,633	4,729	<b>3,737</b>	
11-15	-	-	1,923	3,471	4,504	<b>3,554</b>	3,640
16-20	-	-	1,855	3,249	4,349	<b>3,327</b>	
20-25	-	-	2,108	3,232	4,201	<b>3,367</b>	
25-35	-	-	2,198	3,057	3,866	<b>3,159</b>	
35+	-	1,614	1,916	2,756	3,707	<b>2,766</b>	
<b>Total</b>	-	<b>1,732</b>	<b>1,982</b>	<b>3,121</b>	<b>4,137</b>	<b>3,177</b>	

Age of Dwelling	Multiples <sup>[1]</sup>					Total	15 Year Average
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR		
1-5	-	-	1,959	2,932	-	<b>2,670</b>	
6-10	-	-	1,986	2,938	-	<b>2,763</b>	
11-15	-	-	1,820	2,737	-	<b>2,612</b>	2,682
16-20	-	1,588	1,813	2,579	-	<b>2,416</b>	
20-25	-	1,583	1,790	2,668	-	<b>2,473</b>	
25-35	-	1,545	1,844	2,699	4,000	<b>2,516</b>	
35+	-	1,288	1,961	2,669	3,894	<b>2,528</b>	
<b>Total</b>	<b>0.273</b>	<b>1,427</b>	<b>1,899</b>	<b>2,753</b>	<b>4,071</b>	<b>2,582</b>	

Age of Dwelling	Apartments <sup>[2]</sup>					Total	15 Year Average
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR		
1-5	-	1,374	1,794	2,394	-	<b>1,646</b>	
6-10	-	1,303	1,791	2,148	-	<b>1,640</b>	
11-15	-	1,308	1,685	2,630	-	<b>1,626</b>	1,637
16-20	-	1,274	1,738	2,375	-	<b>1,638</b>	
20-25	-	1,234	1,760	2,622	-	<b>1,677</b>	
25-35	-	1,308	1,742	2,810	-	<b>1,695</b>	
35+	1,500	1,236	1,829	2,425	-	<b>1,668</b>	
<b>Total</b>	<b>1,591</b>	<b>1,276</b>	<b>1,788</b>	<b>2,486</b>	-	<b>1,663</b>	

Age of Dwelling	All Density Types					Total
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	
1-5	-	1,398	1,890	3,358	4,560	<b>2,895</b>
6-10	-	1,342	1,926	3,425	4,699	<b>3,250</b>
11-15	-	1,362	1,769	3,269	4,514	<b>3,151</b>
16-20	-	1,353	1,781	3,065	4,324	<b>2,892</b>
20-25	-	1,261	1,810	3,054	4,194	<b>2,823</b>
25-35	-	1,345	1,809	2,990	3,865	<b>2,804</b>
35+	1,095	1,264	1,867	2,731	3,708	<b>2,504</b>
<b>Total</b>	<b>1,257</b>	<b>1,308</b>	<b>1,849</b>	<b>3,029</b>	<b>4,124</b>	<b>2,803</b>

<sup>[1]</sup> Includes townhouses and apartments in duplexes.

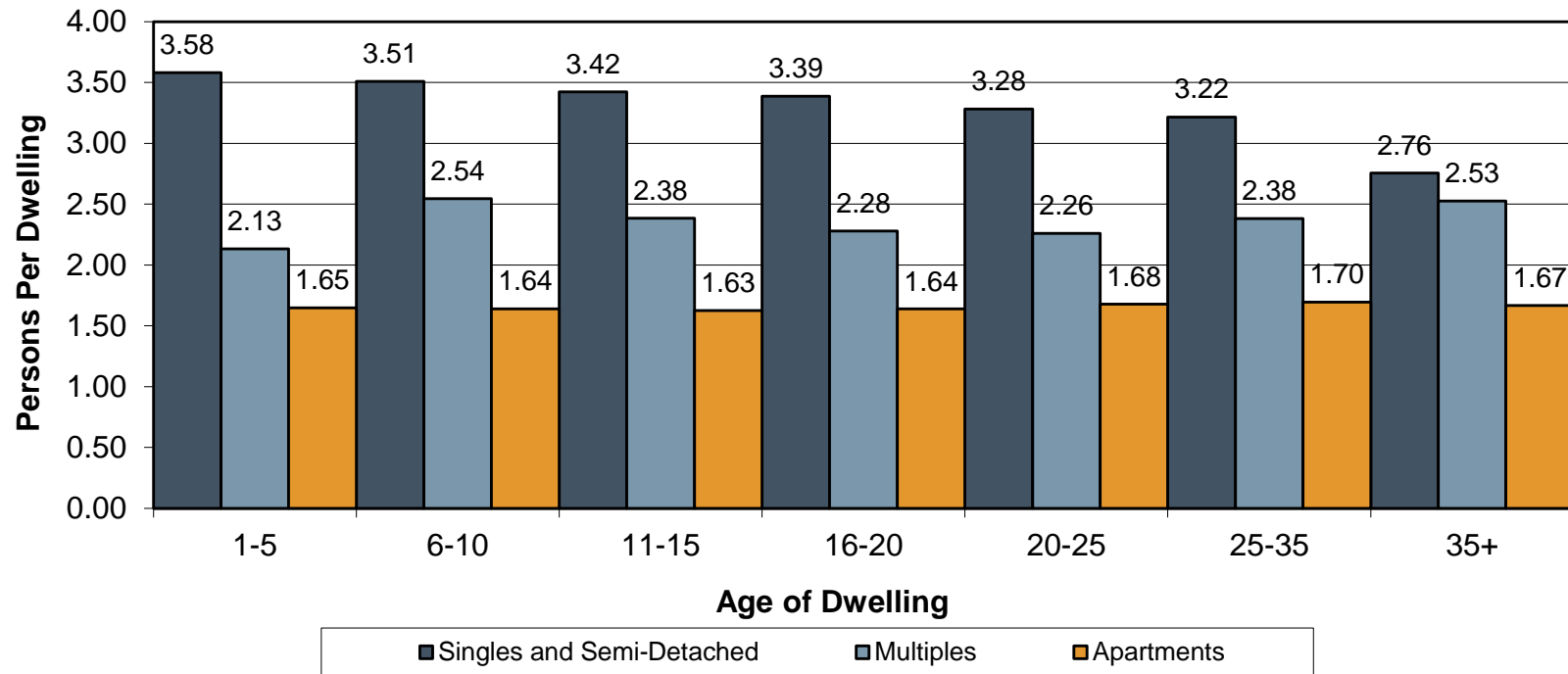
<sup>[2]</sup> Includes bachelor, 1 bedroom and 2 bedroom+ apartments.

Note: Does not include Statistics Canada data classified as 'Other'

P.P.U. Not calculated for samples less than or equal to 50 dwelling units, and does not include institutional population.



Schedule 8  
Town of Halton Hills  
Person Per Unit Structural Type and Age of Dwelling  
(2016 Census)



Apartment P.P.U.s are based on Halton Region.



## Schedule 9a Town of Halton Hills Employment Forecast, mid-2022 to mid-2036

Period	Population			Activity Rate							Employment							Employment Total (Excluding Work at Home and N.F.P.O.W.)
	Excluding Census Undercount	Primary	Work at Home	Industrial	Commercial/ Population Related	Institutional	Total	N.F.P.O.W. <sup>[1]</sup>	Total Including N.F.P.O.W.	Primary	Work at Home	Industrial	Commercial/ Population Related	Institutional	Total	N.F.P.O.W. <sup>[1]</sup>	Total Employment (Including N.F.P.O.W.)	
Mid 2006	55,289	0.010	0.042	0.102	0.115	0.047	0.316	0.032	0.348	575	2,330	5,620	6,380	2,575	17,480	1,772	19,252	15,150
Mid 2011	59,008	0.006	0.041	0.091	0.110	0.056	0.305	0.034	0.339	375	2,445	5,363	6,513	3,315	18,010	2,002	20,012	15,565
Mid 2016	61,161	0.006	0.042	0.093	0.136	0.056	0.334	0.045	0.379	385	2,575	5,710	8,325	3,435	20,430	2,770	23,200	17,855
Mid 2022	64,001	0.006	0.042	0.123	0.146	0.054	0.372	0.045	0.417	385	2,688	7,872	9,363	3,476	23,784	2,899	26,683	21,096
Mid 2027	71,404	0.005	0.041	0.150	0.148	0.051	0.397	0.045	0.442	390	2,958	10,718	10,590	3,665	28,321	3,220	31,541	25,363
Mid 2032	83,823	0.005	0.046	0.158	0.139	0.048	0.395	0.047	0.442	395	3,830	13,207	11,646	4,041	33,119	3,940	37,059	29,289
Mid 2036	91,885	0.004	0.049	0.170	0.135	0.048	0.407	0.050	0.457	400	4,535	15,618	12,445	4,410	37,408	4,592	42,000	32,873
<b>Incremental Change</b>																		
Mid 2006 - Mid 2011	3,719	-0.004	-0.001	-0.011	-0.005	0.010	-0.011	0.002	-0.009	-200	115	-258	133	740	530	229	759	415
Mid 2011 - Mid 2016	2,153	0.000	0.001	0.002	0.026	0.000	0.029	0.011	0.040	10	130	348	1,813	120	2,420	768	3,188	2,290
Mid 2016 - Mid 2022	2,840	0.000	0.000	0.030	0.010	-0.002	0.038	0.000	0.038	0	113	2,162	1,038	41	3,354	129	3,483	3,241
Mid 2022 - Mid 2027	7,403	-0.001	-0.001	0.027	0.002	-0.003	0.025	0.000	0.025	5	270	2,846	1,227	189	4,537	321	4,858	4,267
Mid 2022 - Mid 2032	19,822	-0.001	0.004	0.035	-0.007	-0.006	0.023	0.002	0.025	10	1,142	5,335	2,283	565	9,335	1,041	10,376	8,193
Mid 2022 - Mid 2036	27,884	-0.002	0.007	0.047	-0.011	-0.006	0.036	0.005	0.040	15	1,847	7,746	3,082	934	13,624	1,693	15,317	11,777
<b>Annual Average</b>																		
Mid 2006 - Mid 2011	744	-0.001	0.000	-0.002	-0.001	0.002	-0.002	0.000	-0.002	-40	23	-52	27	148	106	46	152	83
Mid 2011 - Mid 2016	431	0.000	0.000	0.000	0.005	0.000	0.006	0.002	0.008	2	26	70	363	24	484	154	638	458
Mid 2016 - Mid 2022	473	0.000	0.000	0.005	0.002	0.000	0.006	0.000	0.006	0	19	360	173	7	559	22	581	540
Mid 2022 - Mid 2027	1,481	0.000	0.000	0.005	0.000	-0.001	0.005	0.000	0.005	1	54	569	245	38	907	64	972	853
Mid 2022 - Mid 2032	1,982	0.000	0.000	0.003	-0.001	-0.001	0.002	0.000	0.003	1	114	534	228	57	934	104	1,038	819
Mid 2022 - Mid 2036	1,992	0.000	0.001	0.003	-0.001	0.000	0.003	0.000	0.003	1	132	553	220	67	973	121	1,094	841

[1] Statistics Canada defines no fixed place of work (N.F.P.O.W.) employees as "persons who do not go from home to the same work place location at the beginning of each shift".  
Such persons include building and landscape contractors, travelling salespersons, independent truck drivers, etc.  
Source: Short-term forecast derived from information provided by the Town of Halton Hills, long-term forecast derived from Region of Halton Integrated Growth Management Study (2018), Regional Official Plan Amendment 38 (2011), and Best Planning Estimates of Population, Occupied Dwelling Units and Employment, 2011-2031 (2011) forecast for the Town of Halton Hills by Watson & Associates Economists Ltd., 2021



Schedule 9b  
Town of Halton Hills  
Employment and Gross Floor Area (G.F.A.) Forecast, mid-2022 to mid-2036

Period	Population	Employment					Gross Floor Area in Square Feet (Estimated) <sup>[1]</sup>				
		Primary	Industrial	Commercial/ Population Related	Institutional	Total	Primary	Industrial	Commercial/ Population Related	Institutional	Total
Mid 2006	55,289	575	5,620	6,380	2,575	15,150					
Mid 2011	59,008	375	5,363	6,513	3,315	15,565					
Mid 2016	61,161	385	5,710	8,325	3,435	17,855					
Mid 2022	64,001	385	7,872	9,363	3,476	21,096					
Mid 2027	71,404	390	10,718	10,590	3,665	25,363					
Mid 2032	83,823	395	13,207	11,646	4,041	29,289					
Mid 2036	91,885	400	15,618	12,445	4,410	32,873					
<b>Incremental Change</b>											
Mid 2006 - Mid 2011	3,719	-200	-258	133	740	415					
Mid 2011 - Mid 2016	2,153	10	348	1,813	120	2,290					
Mid 2016 - Mid 2022	2,840	0	2,162	1,038	41	3,241					
Mid 2022 - Mid 2027	7,403	5	2,846	1,227	189	4,267	15,000	4,027,100	490,800	96,400	4,629,300
Mid 2022 - Mid 2032	19,822	10	5,335	2,283	565	8,193	30,000	7,549,000	913,200	288,100	8,780,300
Mid 2022 - Mid 2036	27,884	15	7,746	3,082	934	11,777	45,000	10,960,600	1,232,800	476,300	12,714,700
<b>Annual Average</b>											
Mid 2006 - Mid 2011	744	-40	-52	27	148	83					
Mid 2011 - Mid 2016	431	2	70	363	24	458					
Mid 2016 - Mid 2022	473	0	360	173	7	540					
Mid 2022 - Mid 2027	1,481	1	569	245	38	853	3,000	805,420	98,160	19,280	925,860
Mid 2022 - Mid 2032	1,982	1	534	228	57	819	3,000	754,900	91,320	28,810	878,030
Mid 2022 - Mid 2036	1,992	1	553	220	67	841	4,500	782,900	88,057	34,021	908,193

<sup>[1]</sup> Square Foot Per Employee Assumptions  
 Primary 3,000  
 Industrial 1,415  
 Commercial/Population-Related 400  
 Institutional 510

Note: Numbers may not add precisely due to rounding.

Source: Short-term forecast derived from information provided by the Town of Halton Hills, long-term forecast derived from Region of Halton Integrated Growth Management Study (2018), Regional Official Plan Amendment 38 (2011), and Best Planning Estimates of Population, Occupied Dwelling Units and Employment, 2011-2031 (2011) forecast for the Town of Halton Hills by Watson & Associates Economists Ltd., 2021.



**Schedule 9c**  
**Town of Halton Hills**  
**Estimate of the Anticipated Amount, Type and Location of**  
**Non-Residential Development for Which Development Charges can be Imposed**

Development Location	Timing	Primary G.F.A. S.F. <sup>[1]</sup>	Industrial G.F.A. S.F. <sup>[1]</sup>	Commercial G.F.A. S.F. <sup>[1]</sup>	Institutional G.F.A. S.F. <sup>[1]</sup>	Total Non-Residential G.F.A. S.F.	Employment Increase <sup>[2]</sup>
Vision Georgetown	2022 - 2027	-	-	-	-	-	-
	2022 - 2032	-	-	196,000	92,300	288,300	671
	2022 - 2036	-	-	271,600	116,800	388,400	908
Georgetown Designated Greenfield Area (Excluding Vision Georgetown)	2022 - 2027	-	-	-	-	-	-
	2022 - 2032	-	-	54,800	-	54,800	137
	2022 - 2036	-	-	74,000	27,000	101,000	238
Georgetown Built Boundary	2022 - 2027	-	86,300	17,600	-	103,900	105
	2022 - 2032	-	161,300	34,400	-	195,700	200
	2022 - 2036	-	233,500	40,400	-	273,900	266
Acton	2022 - 2027	-	178,300	-	-	178,300	126
	2022 - 2032	-	430,200	-	-	430,200	304
	2022 - 2036	-	649,500	-	-	649,500	459
Premier Gateway	2022 - 2027	-	3,762,500	473,200	96,400	4,332,100	4,031
	2022 - 2032	-	6,936,300	627,200	195,300	7,758,800	6,853
	2022 - 2036	-	9,972,900	845,600	331,500	11,150,000	9,812
Hamlets and Other Rural Areas	2022 - 2027	15,000	-	-	-	15,000	5
	2022 - 2032	30,000	21,200	800	500	52,500	28
	2022 - 2036	45,000	104,700	1,200	1,000	151,900	94
Town of Halton Hills	2022 - 2027	15,000	4,027,100	490,800	96,400	4,629,300	4,267
	2022 - 2032	30,000	7,549,000	913,200	288,100	8,780,300	8,193
	2022 - 2036	45,000	10,960,600	1,232,800	476,300	12,714,700	11,777

<sup>[1]</sup> Square Foot Per Employee Assumptions  
 Primary 3,000  
 Industrial 1,415  
 Commercial/Population-Related 400  
 Institutional 510

Note: Numbers may not add precisely due to rounding.

Source: Short-term forecast derived from information provided by the Town of Halton Hills, long-term forecast derived from Region of Halton Integrated Growth Management Study (2018), Regional Official Plan Amendment 38 (2011), and Best Planning Estimates of Population, Occupied Dwelling Units and Employment, 2011-2031 (2011) forecast for the Town of Halton Hills by Watson & Associates Economists Ltd., 2021



Schedule 10  
Town of Halton Hills  
Employment to Population Ratio by Major Employment Sector, 2006 to 2016

NAICS		Year				Change		Comments
		2001	2006	2011	2016	06-11	11-16	
<b>Employment by industry</b>								
	<b>Primary Industry Employment</b>							Categories which relate to local land-based resources
11	<i>Agriculture, forestry, fishing and hunting</i>	615	615	455	355	-160	-100	
21	<i>Mining and oil and gas extraction</i>	105	105	95	135	-10	40	
	<b>Sub-total</b>	<b>720</b>	<b>720</b>	<b>550</b>	<b>490</b>	<b>-170</b>	<b>-60</b>	
	<b>Industrial and Other Employment</b>							Categories which relate primarily to industrial land supply and demand
22	<i>Utilities</i>	90	90	135	75	45	-60	
23	<i>Construction</i>	810	810	630	865	-180	235	
31-33	<i>Manufacturing</i>	3,680	3,680	3,510	3,255	-170	-255	
41	<i>Wholesale trade</i>	790	790	850	1,005	60	155	
48-49	<i>Transportation and warehousing</i>	675	675	665	850	-10	185	
56	<i>Administrative and support</i>	380	190	310	340	120	30	
	<b>Sub-total</b>	<b>6,425</b>	<b>6,235</b>	<b>6,100</b>	<b>6,390</b>	<b>-135</b>	<b>290</b>	
	<b>Population Related Employment</b>							Categories which relate primarily to population growth within the municipality
44-45	<i>Retail trade</i>	2,525	2,525	2,440	4,145	-85	1,705	
51	<i>Information and cultural industries</i>	205	205	285	230	80	-55	
52	<i>Finance and insurance</i>	415	415	450	545	35	95	
53	<i>Real estate and rental and leasing</i>	345	345	350	365	5	15	
54	<i>Professional, scientific and technical services</i>	1,190	1,190	1,190	1,345	0	155	
55	<i>Management of companies and enterprises</i>	15	15	0	10	-15	10	
56	<i>Administrative and support</i>	380	190	310	340	120	30	
71	<i>Arts, entertainment and recreation</i>	515	515	590	555	75	-35	
72	<i>Accommodation and food services</i>	1,185	1,185	1,205	1,360	20	155	
81	<i>Other services (except public administration)</i>	1,120	1,120	1,060	885	-60	-175	
	<b>Sub-total</b>	<b>7,895</b>	<b>7,705</b>	<b>7,880</b>	<b>9,780</b>	<b>175</b>	<b>1,900</b>	
	<b>Institutional</b>							
61	<i>Educational services</i>	1,225	1,225	1,430	1,400	205	-30	
62	<i>Health care and social assistance</i>	1,220	1,220	1,445	1,815	225	370	
91	<i>Public administration</i>	375	375	605	555	230	-50	
	<b>Sub-total</b>	<b>2,820</b>	<b>2,820</b>	<b>3,480</b>	<b>3,770</b>	<b>660</b>	<b>290</b>	
	<b>Total Employment</b>	<b>17,860</b>	<b>17,480</b>	<b>18,010</b>	<b>20,430</b>	<b>530</b>	<b>2,420</b>	
	<b>Population</b>	<b>48,184</b>	<b>55,289</b>	<b>59,008</b>	<b>61,161</b>	<b>3,719</b>	<b>2,153</b>	
	<b>Employment to Population Ratio</b>							
	<b>Industrial and Other Employment</b>	<b>0.13</b>	<b>0.11</b>	<b>0.10</b>	<b>0.10</b>	<b>-0.01</b>	<b>0.00</b>	
	<b>Population Related Employment</b>	<b>0.16</b>	<b>0.14</b>	<b>0.13</b>	<b>0.16</b>	<b>-0.01</b>	<b>0.03</b>	
	<b>Institutional Employment</b>	<b>0.06</b>	<b>0.05</b>	<b>0.06</b>	<b>0.06</b>	<b>0.01</b>	<b>0.00</b>	
	<b>Primary Industry Employment</b>	<b>0.01</b>	<b>0.01</b>	<b>0.01</b>	<b>0.01</b>	<b>0.00</b>	<b>0.00</b>	
	<b>Total</b>	<b>0.37</b>	<b>0.32</b>	<b>0.31</b>	<b>0.33</b>	<b>-0.01</b>	<b>0.03</b>	

Note: 2006-2016 employment figures are classified by the North American Industry Classification System (NAICS) Code.  
Source: Statistics Canada Employment by Place of Work.





# Appendix B

## Historical Level of Service Calculations



Service: Transportation Services  
 Unit Measure: km of roadways

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Value (\$/km)
Arterial - Rural	55	55	55	55	55	55	55	55	55	55	\$1,159,800
<b>Collectors - Urban</b>											
2 lane	30	30	30	30	30	30	30	30	30	30	\$1,855,600
4 lane	3	3	3	3	3	3	3	3	3	3	\$2,899,400
<b>Arterials - Urban</b>											
2 lane	22	22	22	22	22	22	22	22	22	22	\$1,855,600
3 lane	2	2	2	2	2	2	2	2	2	2	\$2,377,500
4 lane	4	4	4	4	4	4	4	4	4	4	\$2,899,400
5 lane	3	3	3	3	3	3	3	3	3	3	\$3,455,500
<b>Total</b>	<b>118</b>	<b>118</b>	<b>118</b>	<b>118</b>	<b>118</b>	<b>118</b>	<b>118</b>	<b>118</b>	<b>118</b>	<b>119</b>	

Population	59,059	59,645	60,121	60,738	61,161	61,476	62,523	62,443	62,319	63,166
Employment	15,646	16,102	16,558	17,014	17,470	18,010	18,550	19,091	19,631	20,171
Population and Employment	74,705	75,747	76,679	77,752	78,631	79,486	81,073	81,534	81,950	83,337
Per Capita & Employee Standard	0.0016	0.0016	0.0015	0.0015	0.0015	0.0015	0.0015	0.0014	0.0014	0.0014

10 Year Average	2012-2021
Quantity Standard	0.0015
Quality Standard	\$1,625,533
Service Standard	\$2,438

D.C. Amount (before deductions)	15 Year
Forecast Population	39,662
\$ per Capita	\$2,438
Eligible Amount	\$96,707,855



Service: Services Related to a Highway - Bridges, Culverts & Structures  
 Unit Measure: Number of Bridges, Culverts & Structures

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Value (\$/item)
Bridges	75	75	75	75	75	76	76	77	77	78	\$1,395,100
Culverts	66	66	66	69	69	69	69	69	69	69	\$561,700
<b>Total</b>	<b>141</b>	<b>141</b>	<b>141</b>	<b>144</b>	<b>144</b>	<b>145</b>	<b>145</b>	<b>146</b>	<b>146</b>	<b>147</b>	

Population	59,059	59,645	60,121	60,738	61,161	61,476	62,523	62,443	62,319	63,166
Employment	15,646	16,102	16,558	17,014	17,470	18,010	18,550	19,091	19,631	20,171
Population and Employment	74,705	75,747	76,679	77,752	78,631	79,486	81,073	81,534	81,950	83,337
Per Capita & Employee Standard	0.0019	0.0019	0.0018	0.0019	0.0018	0.0018	0.0018	0.0018	0.0018	0.0018

10 Year Average	2012-2021
Quantity Standard	0.0018
Quality Standard	\$1,013,333
Service Standard	\$1,824

D.C. Amount (before deductions)	15 Year
Forecast Population	39,662
\$ per Capita	\$1,824
Eligible Amount	\$72,343,488



Service: Public Works - Facilities  
 Unit Measure: sq.ft. of building area

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Central Yard - Old Works Garage	5,488	5,488	5,488	5,488	5,488	5,488	5,488	5,488	5,488	5,488	\$203	\$293
Central Yard - Works Garage Expansion	8,750	8,750	8,750	8,750	8,750	8,750	8,750	8,750	8,750	8,750	\$203	\$293
Central Yard - Office Trailer	1,200	1,200	1,200	1,200	-	-	-	-	-	-	\$138	\$218
Central Yard - Sand/Salt & Equipment Storage	21,250	21,250	21,250	21,250	21,250	21,250	21,250	21,250	21,250	21,250	\$92	\$165
Central Yard - Stores Building	1,750	1,750	1,750	-	-	-	-	-	-	-	\$67	\$136
Acton Yard - Equipment Depot	3,700	3,700	3,700	3,700	3,700	3,700	3,700	3,700	3,700	3,700	\$66	\$187
Acton Yard - Storage Facility	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	\$67	\$188
Central Yard - New Mechanic Bays and Offices	-	-	-	-	25,000	25,000	25,000	25,000	25,000	25,000	\$293	\$397
<b>Total</b>	<b>44,138</b>	<b>44,138</b>	<b>44,138</b>	<b>42,388</b>	<b>66,188</b>	<b>66,188</b>	<b>66,188</b>	<b>66,188</b>	<b>66,188</b>	<b>66,188</b>		

Population	59,059	59,645	60,121	60,738	61,161	61,476	62,523	62,443	62,319	63,166
Employment	15,646	16,102	16,558	17,014	17,470	18,010	18,550	19,091	19,631	20,171
Population and Employment	74,705	75,747	76,679	77,752	78,631	79,486	81,073	81,534	81,950	83,337
Per Capita & Employee Standard	0.5908	0.5827	0.5756	0.5452	0.8418	0.8327	0.8164	0.8118	0.8077	0.7942

10 Year Average	2012-2021
Quantity Standard	0.7199
Quality Standard	\$259
Service Standard	\$187

D.C. Amount (before deductions)	15 Year
Forecast Population	39,662
\$ per Capita	\$187
Eligible Amount	\$7,400,136



Class of Service: Public Works - Vehicles & Equipment  
 Unit Measure: No. of vehicles and equipment

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Value (\$/Vehicle)
<b>Furniture and Equipment</b>											
Central Yard - Snow Dump Facility	1	1	1	1	1	1	1	1	1	1	\$280,200
Central Yard - Fuel Tanks	1	1	1	1	1	1	1	1	1	1	\$13,800
Provincial Offences Act Equipment - Milton	1	1	1	1	1	1	1	1	1	1	\$41,500
<b>Public Works Fleet</b>											
Grader	2	2	2	2	2	2	2	2	2	2	\$365,100
Excavator (Gradell)	1	1	1	1	1	1	1	1	1	1	\$358,800
Tandem	15	15	15	15	15	15	15	15	16	16	\$301,500
Single Axle Truck	5	5	5	5	6	5	5	5	5	5	\$255,100
Three Ton Truck	8	8	8	8	8	8	7	7	6	6	\$113,300
Three Ton Truck with Chipper Body	1	1	1	1	1	1	1	1	1	1	\$104,400
Cube Van	1	1	1	1	1	1	1	1	1	1	\$63,000
Crew Cab	1	1	1	1	1	2	2	3	3	3	\$52,900
Crew Cab w Dump Body/Plow	-	2	2	2	2	3	3	4	4	4	\$104,400
Pick Up Truck - 3/4 Ton 4x4	2	2	2	3	3	4	4	4	4	4	\$52,200
Pick Up Truck - 1/2 Ton	5	7	7	7	7	7	8	9	9	9	\$34,000
Pick Up Truck - Utility Body	2	2	2	2	2	2	2	2	2	2	\$69,600
Pick-up Truck	9	9	10	11	11	12	12	12	12	12	\$35,000
Street Flusher w DLA	1	2	2	2	1	1	1	1	1	1	\$347,900
Street Sweeper	2	2	2	3	3	3	3	3	3	3	\$347,900
Oversized Backhoe (JD)	1	1	1	1	1	-	-	-	-	-	\$168,200
Backhoe	1	1	1	1	2	2	2	2	2	2	\$163,600
Cemetery Backhoe (4x4 Steering)	1	1	1	1	1	1	1	1	1	1	\$139,200
Wheeled Loader	2	2	2	3	3	3	3	3	3	3	\$251,800
Compactor/Roller IR DD44	1	1	1	1	1	-	-	-	-	-	\$100,700
Compactor/Roller Walk Behind	1	1	1	1	1	1	1	1	1	1	\$37,800
Asphalt Emulsion Sprayer	1	1	1	1	1	1	1	1	1	1	\$25,200
Air Compressor	1	1	1	1	1	1	1	1	1	1	\$44,100
Farm Tractor with Loader	5	5	5	5	5	-	-	-	-	-	\$75,500
Farm Tractor with Attachments	1	1	1	1	1	2	2	2	3	3	\$69,600
Compact Tractor with Attachments	-	1	1	1	1	-	-	-	-	-	\$34,800
Farm Tractor - Narrow w Plow/Sander/Blower	-	-	-	-	1	-	-	-	-	-	\$116,000
Wood Chipper	1	1	2	2	2	-	-	-	-	-	\$56,600
Small Tools	1	1	1	1	1	-	-	-	-	-	\$44,100
Passenger	2	2	2	2	3	2	2	1	1	1	\$32,500
Asphalt Spreader	1	1	1	1	1	-	-	-	-	-	\$69,200
Multi-Purpose Tractor With Attachments	5	5	5	5	6	6	6	7	7	7	\$226,600



Class of Service: Public Works - Vehicles & Equipment  
 Unit Measure: No. of vehicles and equipment

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Value (\$/Vehicle)
Off-Road Utility Vehicle	2	2	2	2	2	-	-	-	-	1	\$31,400
Tandem Axle Float Trailer	1	1	1	1	1	1	1	1	1	1	\$9,300
Tri-Axle Float Trailer	2	2	2	2	2	2	2	2	2	2	\$10,400
Utility Trailers	2	2	2	3	3	-	-	-	-	-	\$1,200
Trailers	4	5	5	5	5	5	5	5	5	5	\$17,400
Cargo Trailer (Spills Containment)	1	1	1	1	1	1	1	1	1	1	\$20,900
Small Tools/Equipment	1	1	1	1	1	1	1	1	1	1	\$232,000
Pressure Washer	2	2	2	2	2	2	2	2	2	2	\$5,000
Sidewalk Grinder	1	1	1	1	1	1	1	1	1	1	\$5,000
Water Tank	2	2	2	2	2	2	2	2	2	2	
Skid Steer	1	1	1	1	1	1	1	1	1	1	
Auger	1	2	2	2	2	2	2	2	2	2	
Generator	1	1	1	1	1	1	1	1	2	2	
Line Painter	1	2	2	2	2	2	2	2	2	2	
Rural Mower	3	4	4	4	4	4	4	4	4	4	
Mudjacking Trailer	3	3	3	3	3	3	3	3	3	3	
Concrete Saw	1	1	1	1	1	1	1	1	1	1	
Culvert Steamer	2	2	2	2	2	2	2	2	2	2	
Scraper Blade	1	1	1	1	1	1	1	1	1	1	
<b>Total</b>	<b>115</b>	<b>125</b>	<b>127</b>	<b>132</b>	<b>136</b>	<b>121</b>	<b>121</b>	<b>124</b>	<b>126</b>	<b>127</b>	

Population	59,059	59,645	60,121	60,738	61,161	61,476	62,523	62,443	62,319	63,166
Employment	15,646	16,102	16,558	17,014	17,470	18,010	18,550	19,091	19,631	20,171
Population and Employment	74,705	75,747	76,679	77,752	78,631	79,486	81,073	81,534	81,950	83,337
Per Capita & Employee Standard	0.0015	0.0017	0.0017	0.0017	0.0017	0.0015	0.0015	0.0015	0.0015	0.0015

10 Year Average	2012-2021
Quantity Standard	0.0016
Quality Standard	\$115,356
Service Standard	\$185

D.C. Amount (before deductions)	15 Year
Forecast Population	39,662
\$ per Capita	\$185
Eligible Amount	\$7,320,415



Service: Fire Protection Services - Facilities  
 Unit Measure: sq.ft. of building area

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
District One Station - Acton	11,743	11,743	11,743	11,743	11,743	11,743	11,743	11,743	11,743	11,743	\$225	\$371
New District Two Station - Georgetown	15,931	15,931	15,931	15,931	15,931	15,931	15,931	15,931	15,931	15,931	\$292	\$448
District Three Station - HHFD HQ	13,616	13,616	13,616	13,616	13,616	13,616	13,616	13,616	13,616	13,616	\$303	\$461
Training Facility - Public Works	1,200	1,200	1,200	1,200	1,600	1,600	1,600	1,600	1,600	1,600	\$62	\$131
<b>Total</b>	<b>42,490</b>	<b>42,490</b>	<b>42,490</b>	<b>42,490</b>	<b>42,890</b>	<b>42,890</b>	<b>42,890</b>	<b>42,890</b>	<b>42,890</b>	<b>42,890</b>		

Population	59,059	59,645	60,121	60,738	61,161	61,476	62,523	62,443	62,319	63,166
Employment	15,646	16,102	16,558	17,014	17,470	18,010	18,550	19,091	19,631	20,171
Population and Employment	74,705	75,747	76,679	77,752	78,631	79,486	81,073	81,534	81,950	83,337
Per Capita & Employee Standard	0.5688	0.5609	0.5541	0.5465	0.5455	0.5396	0.5290	0.5260	0.5234	0.5147

10 Year Average	2012-2021
Quantity Standard	0.5409
Quality Standard	\$420
Service Standard	\$227

D.C. Amount (before deductions)	15 Year
Forecast Population and Employment	39,662
\$ per Capita	\$227
Eligible Amount	\$9,016,759



Service: Fire Protection Services - Vehicles & Equipment  
 Unit Measure: No. of vehicles

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Value (\$/Vehicle)
Unit 711, 712, 713, 714 - Ford Explorer	3	3	3	3	3	4	4	4	4	4	\$60,000
Unit 700 - 2008 Jeep Liberty	1	1	1	1	1	-	-	-	-	-	\$60,000
Unit 704, 705 - Dodge Mega Cab	2	2	2	2	2	2	2	2	2	2	\$60,000
Unit 706 - 2018 Ford F250 Super Duty 4x4	1	1	1	1	1	1	1	1	1	1	\$60,000
Unit 707 - 2017 Ford F250 Super Duty 4x4	1	1	1	1	1	1	1	1	1	1	\$50,000
Unit 708 - 2017 Ford F250 Super Duty 4x4	1	1	1	1	1	1	1	1	1	1	\$60,000
Unit 709 - 2020 Ford F250 Super Duty 4x4	1	1	1	1	1	1	1	1	1	1	\$60,000
Unit 710 - 2020 Ford Escape Hybrid	1	1	1	1	1	1	1	1	1	1	\$50,000
Pumper 720 - 94 Spartan/Almonte Pump	1	1	1	-	-	-	-	-	-	-	\$900,000
Pump/Rescue 721 - 2009 Spartan/Dependable	1	1	1	1	1	1	1	1	1	1	\$1,000,000
Pump/Rescue 724 - 2010 Spartan/Dependable	1	1	1	1	1	1	1	1	1	1	\$1,000,000
Pumper 722 - 01 Dependable/Freightliner Pump	1	1	1	1	1	1	1	1	1	1	\$1,000,000
Rescue 730 - 99 Freightliner/Dependable Rescue	1	1	1	1	1	1	1	1	1	1	\$1,000,000
Rescue 733 - 06 Freightliner/Dependable Rescue	1	1	1	1	1	1	1	1	1	1	\$1,000,000
TRT 731 - 94 Almonte Rescue	1	1	1	1	1	1	1	1	1	1	\$1,000,000
Unit 740 - 2020 Spartan/Thibault Tanker/Pumper	1	1	1	1	1	1	1	1	1	1	\$900,000
Tanker 742 - 02 Freightliner/Dependable Tanker	1	1	1	1	1	1	1	1	1	1	\$695,900
Tanker 743 - 04 International/Dependable Tanker	1	1	1	1	1	1	1	1	1	1	\$695,900
Aerial 750 - 2003 Spartan RosenBauer	1	1	1	1	1	1	1	1	1	1	\$1,391,700
Prevention 760 - 95 Pace Arrow Trailer	1	1	1	1	1	1	1	1	1	1	\$18,600
Haz Mat 761 - 2018 Streamline Enclosed Trailer	1	1	1	1	1	1	1	1	1	1	\$40,000
Rehab 762 - 2002 Us Cargo Trailer	1	1	1	1	1	1	1	1	1	1	\$29,000
Air Support 763 - 2006 U.S. Cargo Trailer	1	1	1	1	1	1	1	1	1	1	\$18,600
Fire Safety House 764 - 2006 Surrey Trailer	1	1	1	1	1	1	1	1	1	1	\$69,600
Unit 765 - 2008 Utility Trailer	1	1	1	1	1	1	1	1	1	1	\$7,000
Unit 770 - 2008 Polaris Ranger 4X4	1	1	1	1	1	1	1	1	1	1	\$34,800
Unit 794 - 2008 Light Tower / Generator	1	1	1	1	1	1	1	1	1	1	\$29,000
Command 701 - 2016 Ford Transit	-	-	-	-	1	1	1	1	1	1	\$145,000
Pump/Rescue 3 - 725 - 2015 Spartan/Thiebault Pump Rescue	-	-	-	1	1	1	1	1	1	1	\$811,800
Unit 702 - 2020 Ford Transit	-	-	-	-	-	-	-	-	1	1	\$60,000
Unit 732 - 2017 Freightliner/Dependable Rescue	-	-	-	-	-	1	1	1	1	1	\$400,000
<b>Total</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>31</b>	<b>32</b>	<b>32</b>	<b>32</b>	<b>33</b>	<b>33</b>	

Population	59,059	59,645	60,121	60,738	61,161	61,476	62,523	62,443	62,319	63,166
Employment	15,646	16,102	16,558	17,014	17,470	18,010	18,550	19,091	19,631	20,171
Population and Employment	74,705	75,747	76,679	77,752	78,631	79,486	81,073	81,534	81,950	83,337
Per Capita & Employee Standard (per 1,000)	0.4016	0.3961	0.3912	0.3858	0.3942	0.4026	0.3947	0.3925	0.4027	0.3960

10 Year Average	2012-2021
Quantity Standard	0.3957
Quality Standard	\$374,299
Service Standard	\$148

D.C. Amount (before deductions)	15 Year
Forecast Population and Employment	39,662
\$ per Capita	\$148
Eligible Amount	\$5,874,339





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

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Value (\$/item)
Radio Tower and Communications Equipment	1	1	1	1	1	1	1	1	1	1	\$65,600
Personal Fire Fighter Equipment (Full Time)	27	29	31	34	36	35	38	47	47	47	\$9,000
Personal Fire Fighter Equipment (Part Time)	90	90	90	90	90	96	101	107	112	118	\$5,500
Dispatcher Equipment	4	4	4	4	4	4	4	4	4	4	\$800
Mobile Communications	1	1	1	1	1	1	1	1	1	1	\$773,600
SCBA	50	51	52	53	54	56	57	58	59	60	\$10,000
SCBA Cylinders	80	82	84	87	89	91	93	96	98	100	\$2,200
Heavy extrication equipment	3	3	3	3	3	3	3	3	3	3	\$50,000
Heavy extrication combination tools	-	-	-	-	-	-	3	3	3	3	\$15,000
Thermal Imaging Cameras	6	6	6	6	6	6	21	21	21	21	\$3,800
Drone (small)	-	-	-	-	-	-	-	-	3	3	\$8,000
Drone (large)	-	-	-	-	-	-	-	-	1	1	\$65,000
Gas Monitors	2	2	2	2	2	2	2	2	2	3	\$40,000
Battery vent fans	-	-	-	-	-	-	-	6	6	6	\$8,000
Rapid Deployment Craft	1	1	1	1	1	1	1	1	1	2	\$5,000
Generators (portable)	5	5	5	5	7	7	7	7	7	7	\$5,000
Tablets/lpads	-	-	-	-	-	-	20	20	20	20	\$3,500
Grass Fire Units	2	2	2	2	2	2	2	3	3	3	\$6,000
Portable pumps	4	4	4	4	4	4	4	4	4	4	\$4,000
Pagers	-	-	-	-	-	-	120	120	120	120	\$11,000
<b>Total</b>	<b>276</b>	<b>281</b>	<b>287</b>	<b>293</b>	<b>300</b>	<b>308</b>	<b>478</b>	<b>503</b>	<b>516</b>	<b>527</b>	

Population	59,059	59,645	60,121	60,738	61,161	61,476	62,523	62,443	62,319	63,166
Employment	15,646	16,102	16,558	17,014	17,470	18,010	18,550	19,091	19,631	20,171
Population and Employment	74,705	75,747	76,679	77,752	78,631	79,486	81,073	81,534	81,950	83,337
Per Capita & Employee Standard (per 1,000)	3.6945	3.7141	3.7385	3.7684	3.8195	3.8782	5.8984	6.1709	6.2974	6.3237

10 Year Average	2012-2021
Quantity Standard	4.7304
Quality Standard	\$9,069
Service Standard	\$43

D.C. Amount (before deductions)	15 Year
Forecast Population and Employment	39,662
\$ per Capita	\$43
Eligible Amount	\$1,701,500



Service: Parkland Development  
 Unit Measure: Acres of Parkland

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Value (\$/Acre)
3 Musketeers Skatepark	0.79	0.79	0.79	2.44	2.44	2.44	2.44	2.44	2.44	2.44	\$350,000
Acton Sports Park	11.74	11.74	11.74	11.74	11.74	11.74	11.74	11.74	11.74	11.74	\$350,000
Prospect Park	15.22	15.22	15.22	15.22	15.22	15.22	15.22	15.22	15.22	15.22	\$350,000
Cedarvale Park	10.01	10.01	10.01	10.01	10.01	10.01	10.01	10.01	10.01	10.01	\$350,000
Dominion Gardens Park	7.71	7.71	7.71	7.71	7.71	7.71	7.71	7.71	7.71	7.71	\$350,000
Fairgrounds Park	20.76	20.76	20.76	20.76	20.76	20.76	20.76	20.76	20.76	20.76	\$350,000
Gellert Community Park	32.79	32.79	32.79	32.79	32.79	32.79	32.79	32.79	32.79	32.79	\$350,000
Glen Williams Park	6.77	6.77	6.77	6.77	6.77	6.77	6.77	6.77	6.77	6.77	\$350,000
Mold-Masters SportsPlex Park	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	\$350,000
Trafalgar Sports Park	45.00	49.00	49.00	49.00	49.00	49.00	49.00	49.00	84.76	84.76	\$350,000
Hornby Park	11.29	11.29	11.29	11.29	11.29	11.29	11.29	11.29	5.70	5.70	\$350,000
Limehouse Park	6.55	6.55	6.55	6.55	6.55	6.55	6.55	6.55	6.55	6.55	\$350,000
Croatian Centre (leased property)	17.42	17.42	17.42	17.42	17.42	17.42	0.00	0.00	0.00	0.00	\$350,000
Birchway Place Parkette	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	\$150,000
Calvert Dale Parkette	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	\$150,000
Delrex Parkette	1.21	1.21	1.21	1.21	1.22	1.22	1.22	1.22	1.22	1.22	\$150,000
Dr. Charles Best Parkette	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	\$150,000
Durham Street Parkette	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	\$150,000
Kinsmen Park	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	\$150,000
Maple Creek Parkette	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	\$150,000
Meadowlark Parkette	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	\$150,000
Morden Neilson Parkette	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	\$150,000
Shelagh Law Parkette	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	\$150,000
Danville Parkette	1.48	1.48	1.48	1.48	1.48	1.48	1.48	1.48	1.48	1.48	\$150,000
Lions Club Parkette	1.04	1.04	1.04	-	-	-	-	-	-	-	\$150,000
Mary Street Parkette	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	\$150,000
Smith Drive Parkette	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	\$150,000
Standish Street Parkette	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	\$150,000
Acton Rotary Park	9.12	9.12	9.12	9.12	9.12	9.12	9.12	9.12	9.12	9.12	\$350,000
Bovis Park	3.76	3.76	3.76	3.76	3.76	3.76	3.76	3.76	3.76	3.76	\$115,000
Greenore Park	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	\$115,000
Rennie Street Park	4.74	4.74	4.74	4.74	4.74	4.74	4.74	4.74	4.74	4.74	\$115,000
Sir Donald Mann Park	4.94	4.94	4.94	4.94	4.94	4.94	4.94	4.94	4.94	4.94	\$115,000
Tanners Drive Park	4.79	4.79	4.79	4.79	4.79	4.79	4.79	4.79	4.79	4.79	\$115,000
Wallace Street Park	7.41	7.41	7.41	7.41	7.41	7.41	7.41	7.41	7.41	7.41	\$115,000



Service: Parkland Development  
 Unit Measure: Acres of Parkland

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Value (\$/Acre)
Barber Drive Park	3.31	3.31	3.31	3.31	3.31	3.31	3.31	3.31	3.31	3.31	\$115,000
Barber Mill Park	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	\$115,000
Berton Boulevard Park - Phase 1	3.81	3.81	3.81	3.81	3.81	3.81	3.81	3.81	3.81	3.81	\$115,000
Danby Road Park - Phase 1	4.35	4.35	4.35	4.35	4.35	4.35	4.35	4.35	4.35	4.35	\$115,000
Dayfoot Park	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	\$115,000
Dominion Gardens: Old Seed House	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	\$115,000
Eaton Neighbourhood Park	3.63	3.63	3.63	3.63	3.63	3.63	3.63	3.63	3.63	3.63	\$115,000
Emmerson Park	2.52	2.52	2.52	2.52	2.52	2.52	2.52	2.52	2.52	2.52	\$115,000
Ewing Street Park	9.14	9.14	9.14	9.14	9.14	9.14	9.14	9.14	9.14	9.14	\$115,000
John Street Park	1.43	1.43	1.43	1.43	1.43	1.43	1.43	1.43	1.43	1.43	\$115,000
Joseph Gibbons Park	5.49	5.49	5.49	5.49	5.49	5.49	5.49	5.49	5.49	5.49	\$115,000
Maple Creek Park - Incl. Phase 2	4.25	4.25	4.25	4.25	4.25	4.25	4.25	5.29	5.29	5.29	\$115,000
McNally Street Park	4.25	4.25	4.25	4.25	4.25	4.25	4.25	4.25	4.25	4.25	\$115,000
Meadowglen Park	3.09	3.09	3.09	3.09	3.09	3.09	3.09	3.09	3.09	3.09	\$115,000
Miller Drive Park	7.78	7.78	7.78	7.78	7.78	7.78	7.78	7.78	7.78	7.78	\$115,000
Norval Park	3.19	3.19	3.19	3.19	3.19	3.19	3.19	3.19	3.19	3.19	\$115,000
Remembrance Park	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	\$115,000
Willow Park Ecology Centre	5.21	5.21	5.21	5.21	5.21	5.21	5.21	5.21	5.21	5.21	\$115,000
MSB Parkland	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	\$115,000
Upper Canada Parkette Constructed	-	-	-	-	-	-	0.50	0.50	0.50	0.50	\$115,000
Hidden Lake Trail Park Constructed	-	-	-	-	-	0.75	0.75	0.75	0.75	0.75	\$115,000
West Branch Drive Park - Constructed	-	-	-	-	-	-	4.25	4.25	4.25	4.25	\$115,000
Jubilee Woodlot	7.31	7.31	7.31	9.29	9.29	9.29	9.29	9.29	9.29	9.29	\$5,000
McNab Park	1.31	1.31	1.31	1.31	1.31	1.31	1.31	1.31	1.31	1.31	\$150,000
Undeveloped Parks											
Acton Sports Park 'undeveloped'	3.76	3.76	3.76	3.76	3.76	3.76	3.76	3.76	3.76	3.76	\$5,000
Upper Canada Parkette 'undeveloped'	-	-	-	0.50	0.50	0.50	-	-	-	-	\$5,000
Hidden Lake Trail Park 'undeveloped'	-	-	0.75	0.75	0.75	-	-	-	-	-	\$5,000
West Branch Drive Park 'undeveloped'	-	4.25	4.25	4.25	4.25	4.25	-	-	-	-	\$5,000
Gellert Community Park 'undeveloped'				7.00	7.00	7.00	7.00	7.00	7.00	7.00	\$5,000
Tolton 'undeveloped'	2.30	2.30	2.30	2.30	2.30	2.30	2.30	2.30	2.30	2.30	\$5,000
Trafalgar Sports Park 'undeveloped'	53.77	49.76	49.76	49.76	49.76	49.76	49.76	49.76	14.00	14.00	\$5,000
Undevelopable Parks											
Cedarvale Park 'undevelopable'	30.32	30.32	30.32	30.32	30.32	30.32	30.32	30.32	30.32	30.32	\$5,000
Dominion Gardens 'undevelopable'	2.17	2.17	2.17	2.17	2.17	2.17	2.17	2.17	2.17	2.17	\$5,000
Georgetown Fairgrounds 'undevelopable'	2.17	2.17	2.17	2.17	2.17	2.17	2.17	2.17	2.17	2.17	\$5,000



Service: Parkland Development  
 Unit Measure: Acres of Parkland

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Value (\$/Acre)
Gellert Community Park 'undevelopable'	41.81	41.81	41.81	41.81	41.81	41.81	41.81	41.81	41.81	41.81	\$5,000
Glen Williams Park 'undevelopable'	20.16	20.16	20.16	20.16	20.16	20.16	20.16	20.16	20.16	20.16	\$5,000
Hornby Park 'undevelopable'	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	\$5,000
Limehouse Park 'undevelopable'	8.03	8.03	8.03	8.03	8.03	8.03	8.03	8.03	8.03	8.03	\$5,000
Prospect Park 'undevelopable'	2.05	2.05	2.05	2.05	2.05	2.05	2.05	2.05	2.05	2.05	\$5,000
<b>Total</b>	<b>481</b>	<b>485</b>	<b>486</b>	<b>496</b>	<b>496</b>	<b>496</b>	<b>479</b>	<b>480</b>	<b>474</b>	<b>474</b>	

Population	59,059	59,645	60,121	60,738	61,161	61,476	62,523	62,443	62,319	63,166
Per Capita Standard	0.0081	0.0081	0.0081	0.0082	0.0081	0.0081	0.0077	0.0077	0.0076	0.0075

10 Year Average	2012-2021
Quantity Standard	0.0079
Quality Standard	\$173,494
Service Standard	\$1,371

D.C. Amount (before deductions)	15 Year
Forecast Population	27,885
\$ per Capita	\$1,371
Eligible Amount	\$38,219,181



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

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Bid'g Value (\$/sq. ft.)	Value/sq. ft. with land, site works, etc.
Civic Centre	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	\$500	\$674
<b>Arenas</b>												
Georgetown Memorial Arena	32,578	32,578	-	-	-	-	-	-	-	-	\$500	\$674
Mold-Masters Sports Plex (addition to the Alcott Arena)	69,363	153,484	153,484	153,484	153,484	153,484	153,484	153,484	153,484	153,484	\$500	\$674
<b>Indoor Pools</b>												
Georgetown Indoor Pool	10,008	10,008	10,008	10,008	10,008	10,008	10,008	10,008	10,008	10,008	\$500	\$674
Acton Indoor Pool	8,040	8,040	8,040	8,040	8,040	8,040	8,040	8,040	8,040	8,040	\$500	\$674
<b>Community Centres</b>												
Hornby Community Centre	3,205	3,205	3,205	3,205	3,205	3,205	3,205	3,205	3,205	3,205	\$500	\$674
Acton Arena, Community Centre and Seniors Centre	45,908	45,908	45,908	91,023	91,023	91,023	91,023	91,023	91,023	91,023	\$500	\$674
Cedarvale Community Centre	11,500	11,500	11,500	11,500	11,500	11,500	11,500	11,500	11,500	11,500	\$500	\$674
Norval Community Centre	4,442	4,442	4,442	4,442	4,442	4,442	4,442	4,442	4,442	4,442	\$500	\$674
Gellert Community Centre	36,285	36,285	36,285	36,285	36,285	36,285	36,285	36,285	36,285	36,285	\$500	\$674
Dufferin Rural Heritage Community Centre	26,102	26,102	26,102	26,102	26,102	26,102	26,102	26,102	26,102	26,102	\$500	\$674
<b>Other Recreation Facilities</b>												
Georgetown Lions Club Hall	5,380	5,380	-	-	-	-	-	-	-	-	\$330	\$483
Cedarvale Cottage	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	\$214	\$353
Georgetown District Seniors Centre	7,500	7,500	7,500	9,108	9,108	9,108	9,108	9,108	9,108	9,108	\$330	\$483
Prospect Park Poultry Barn	3,700	3,700	3,700	3,700	3,700	3,700	3,700	3,700	3,700	3,700	\$330	\$483
Devereaux House	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	\$330	\$483
Georgetown Fairgrounds Park Building	1,235	1,235	1,235	1,235	1,235	1,235	1,235	1,235	1,235	1,235	\$168	\$301
Georgetown Fairgrounds Armoury	4,613	-	-	-	-	-	-	-	-	-	\$168	\$301
Georgetown Fairgrounds Agricultural Society Building	7,728	7,728	7,728	7,728	7,728	7,728	7,728	7,728	7,728	7,728	\$168	\$301
Hornby Park Pavilion	500	500	500	500	500	500	500	500	500	500	\$223	\$363
Prospect Park Pavilion	4,800	4,800	4,800	4,800	4,800	4,800	4,800	4,800	4,800	4,800	\$76	\$198
Prospect Park Washroom Building	500	500	500	500	500	500	500	500	500	500	\$330	\$483
Dominion Gardens Washroom	300	300	300	300	300	300	300	300	300	300	\$330	\$483
Cultural Centre (Recreation Space)	1,020	1,020	1,020	1,020	1,020	1,020	1,020	1,020	1,020	1,020	\$330	\$483
Gellert Tennis Court Clubhouse	274	274	274	274	274	274	274	274	274	274	\$330	\$483
Glen Williams Park Concession Building	250	250	250	250	250	250	250	250	-	-	\$330	\$483
Acton Youth Centre	-	-	-	-	-	1,300	1,300	1,300	1,300	2,744	\$330	\$483
Georgetown Youth Centre	-	-	-	-	-	1,500	5,500	5,500	5,500	5,500	\$330	\$483
<b>Total</b>	<b>293,331</b>	<b>372,839</b>	<b>334,881</b>	<b>381,604</b>	<b>381,604</b>	<b>384,404</b>	<b>388,404</b>	<b>388,404</b>	<b>388,154</b>	<b>389,598</b>		

Population	59,059	59,645	60,121	60,738	61,161	61,476	62,523	62,443	62,319	63,166
Per Capita Standard	4.9667	6.2510	5.5701	6.2828	6.2393	6.2529	6.2122	6.2201	6.2285	6.1678

10 Year Average	2012-2021
Quantity Standard	6.0391
Quality Standard	\$646
Service Standard	\$3,901

D.C. Amount (before deductions)	15 Year
Forecast Population	27,885
\$ per Capita	\$3,901
Eligible Amount	\$108,789,424



Service:  
Unit Measure:

Parkland Amenities  
No. of parkland amenities

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Value (\$/item)
Baseball Diamonds - Lit	14	14	14	14	14	14	14	14	17	16	\$660,400
Baseball Diamonds - Unlit	14	14	14	14	14	14	14	14	14	13	\$480,700
Batting Cage - Fairgrounds Park	1	1	1	1	1	1	1	1	1	1	\$44,000
Soccer Fields - Lit	8	8	8	8	8	8	8	8	8	8	\$578,600
Soccer Fields - Unlit	30	30	30	30	30	30	30	24	24	24	\$322,900
Tennis Courts	12	14	14	14	14	14	14	13	13	13	\$145,000
Basketball Half Courts	4	5	5	7	7	8	8	10	10	10	\$58,000
Mold-Masters SportsPlex Skatepark	1	1	1	1	1	1	1	1	1	1	\$405,900
3 Musketeers Skatepark	1	1	1	1	1	1	1	1	1	1	\$927,800
Gellert Splash Pad	1	1	1	1	1	1	1	1	1	1	\$521,900
Dominion Gardens Splash Pad	1	1	1	1	1	1	1	1	1	1	\$521,900
Prospect Park Splash Pad	1	1	1	1	1	1	1	1	1	1	\$521,900
Gravel Parking Spots	878	878	915	915	915	854	854	854	854	889	\$5,900
Asphalt Parking Spots	575	575	575	575	575	636	636	636	636	636	\$11,600
Park Bridges	6	6	6	6	6	6	6	6	6	6	\$87,000
Park Bridges (Willow Park Ecology Centre & Hungry Hollow)	3	3	3	4	4	4	4	4	5	5	\$104,400
Bandstands/Gazebos - Small	4	4	4	4	4	4	4	4	4	4	\$46,400
Bandstands/Gazebos - Medium	4	4	7	9	9	10	11	12	13	14	\$75,400
Bandstands/Gazebos - Large	3	3	3	3	3	3	3	3	4	4	\$106,800
Acton Rotary Bandshell	1	1	1	1	1	1	1	1	1	1	\$144,500
Fences (All Parks)	14,442	14,442	14,442	14,442	14,442	14,966	16,052	17,184	17,184	18,749	\$100
Pathway Floodlights (All Parks)	205	205	208	208	208	213	221	221	221	234	\$9,400
Bleachers	109	109	109	110	110	113	113	113	119	114	\$8,800
Fairgrounds Portable Bleacher	1	1	1	1	1	1	1	1	1	1	\$75,400
<b>Playground Equipment</b>											
Ainley Trail Parkette	-	1	1	1	1	1	1	1	1	1	\$75,400
Barber Drive Park	1	1	1	1	1	1	1	1	1	1	\$94,300
Barber Mill Park	2	2	2	2	2	2	2	2	2	2	\$94,300
Berton Boulevard Park- Phase 1	2	2	2	2	2	2	2	2	2	2	\$94,300
Birchway Place Periods	1	1	1	1	1	1	1	1	1	1	\$69,100
Bovis Park	1	1	1	1	1	1	1	1	1	1	\$69,100
Calvert Dale Park	1	1	1	1	1	1	1	1	1	1	\$69,100
Cedarvale Park	2	2	2	2	2	2	2	2	2	2	\$113,100
Denby Road Park- Phase 1	2	2	2	2	2	2	2	2	2	2	\$94,300
Danville Park	1	1	1	1	1	1	1	1	1	1	\$69,100
Dayfoot Park	1	1	1	1	1	1	1	1	1	1	\$69,100
Delrex Parkette	1	1	1	1	1	1	1	1	1	1	\$69,100
Dominion Gardens Park	2	2	2	2	2	2	2	2	2	2	\$145,000
Dr. Charles Best Parkette	1	1	1	1	1	1	1	1	1	1	\$69,100
Durham Street Parkette	1	1	1	1	1	1	1	1	1	1	\$69,100



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

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Value (\$/item)
Eaton Neighbourhood Park	1	1	1	1	1	1	1	1	1	1	\$94,300
Emmerson Park	1	1	1	1	1	1	1	1	1	1	\$94,300
Ewing Street Park	1	1	1	1	1	1	1	1	1	1	\$94,300
Fairgrounds Park	1	1	1	1	1	1	1	1	1	1	\$106,800
Gellert Communtty Park	2	2	2	2	2	2	2	2	2	2	\$139,200
Glen Williams Park	1	1	1	1	1	1	1	1	1	1	\$113,100
Greenore Park	1	1	1	1	1	1	1	1	1	1	\$69,100
Homby Park	1	1	1	1	1	1	1	1	1	1	\$113,100
Jubilee Park	-	-	-	1	1	1	1	1	1	1	\$113,100
John Street Park	1	1	1	1	1	1	1	1	1	1	\$69,100
Joseph Gibbons Park	1	1	1	1	1	1	1	1	1	1	\$94,300
Kinsmen Park	1	1	1	1	1	1	1	1	1	1	\$69,100
Lions Club Park	-	-	-	-	-	-	-	-	-	-	\$69,100
Maple Creek Park- All Phases	2	2	2	2	2	2	2	2	2	2	\$94,300
Maple Creek Parkette	1	1	1	1	1	1	1	1	1	1	\$69,100
McNally Street Park	2	2	2	2	2	2	2	2	2	2	\$94,300
Meadowglen Park	1	1	1	1	1	1	1	1	1	1	\$94,300
Meadowlark Parkette	1	1	1	1	1	1	1	1	1	1	\$69,100
Miller Drive Park	2	2	2	2	2	2	2	2	2	2	\$94,300
Morden Neilson Parkette	1	1	1	1	1	1	1	1	1	1	\$69,100
Norval Park	1	1	1	1	1	1	1	1	1	1	\$69,100
Prospect Park	1	1	1	1	1	1	1	1	1	1	\$197,200
Rennie Street Park- Phase 1	1	1	1	1	1	1	1	1	1	1	\$94,300
Sir Donald Mann Park	1	1	1	1	1	1	1	1	1	1	\$94,300
Smith Drive Parkette	1	1	1	1	1	1	1	1	1	1	\$69,100
Standish Street Parkette	1	1	1	1	1	1	1	1	1	1	\$69,100
Tanners Drive Park	1	1	1	1	1	1	1	1	1	1	\$94,300
Wallace Street Park- Phase 1	1	1	1	1	1	1	1	1	1	1	\$94,300
<b>Structures</b>											
Remembrance Park (cenotaph&lome scots monument)	1	1	1	1	2	2	2	2	2	2	\$81,600
Concession/Washroom Buildings	5	5	5	5	5	5	5	5	4	4	\$226,200
Mailbox Kiosk - Danby Road Park, Phase 1	1	1	1	1	1	1	1	1	1	1	\$18,900
Mailbox Kiosk - Dr. Charles Best Parkette	1	1	1	1	1	1	1	1	1	1	\$18,900
Mailbox Kiosk - McNally Street Park	2	2	2	2	2	2	2	2	2	2	\$18,900
Mailbox Kiosk - Tanners Drive Park, Phase 1	1	1	1	1	1	1	1	1	1	1	\$18,900
Mechanical Building	10	10	10	10	10	10	10	10	10	10	\$12,500
Pickleball Courts								2	2	2	\$72,500



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

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Value (\$/item)
Off Leash Dog Parks	2	2	2	2	2	2	2	2	2	3	\$300,000
Boat Launch / Dock	3	3	3	3	3	3	3	3	3	3	\$100,000
Jubilee Park Skate Features	1	1	1	1	1	1	1	1	1	1	\$100,000
Outdoor Fitness							1	1	1	1	\$25,000
<b>Total</b>	<b>16,395</b>	<b>16,399</b>	<b>16,442</b>	<b>16,449</b>	<b>16,450</b>	<b>16,984</b>	<b>18,080</b>	<b>19,210</b>	<b>19,221</b>	<b>20,829</b>	

Population	59,059	59,645	60,121	60,738	61,161	61,476	62,523	62,443	62,319	63,166
Per Capita Standard	0.2776	0.2749	0.2735	0.2708	0.2690	0.2763	0.2892	0.3076	0.3084	0.3298

10 Year Average	2012-2021
Quantity Standard	0.2877
Quality Standard	\$3,503
Service Standard	\$1,008

D.C. Amount (before deductions)	15 Year
Forecast Population	27,885
\$ per Capita	\$1,008
Eligible Amount	\$28,099,157





Service: Parkland Trails  
 Unit Measure: Linear Metres of Paths and Trails

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Value (\$/ Linear Metre)
Limestone/Asphalt/Concrete	22,455	22,455	22,765	22,765	22,750	25,000	25,150	25,670	26,370	27,070	\$100
Boardwalk	545	545	735	735	750	750	750	776	826	1,326	\$600
<b>Total</b>	<b>23,000</b>	<b>23,000</b>	<b>23,500</b>	<b>23,500</b>	<b>23,500</b>	<b>25,750</b>	<b>25,900</b>	<b>26,446</b>	<b>27,196</b>	<b>28,396</b>	

Population	59,059	59,645	60,121	60,738	61,161	61,476	62,523	62,443	62,319	63,166
Per Capita Standard	0.3894	0.3856	0.3909	0.3869	0.3842	0.4189	0.4142	0.4235	0.4364	0.4495

10 Year Average	2012-2021
Quantity Standard	0.4080
Quality Standard	\$115
Service Standard	\$47

D.C. Amount (before deductions)	15 Year
Forecast Population	27,885
\$ per Capita	\$47
Eligible Amount	\$1,313,105



Service: Parks & Recreation Vehicles and Equipment  
 Unit Measure: No. of vehicles and equipment

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Value (\$/Vehicle)
Pick Up Trucks	2	2	2	2	2	6	6	6	6	6	\$34,000
Three Tonne Dumps	10	10	10	10	10	11	12	12	13	13	
Crew Cabs	6	6	6	7	7	8	8	8	8	8	\$52,900
Utility Van	-	-	-	-	1	1	1	1	1	1	\$31,300
Tandem Axle Float Trailer	8	8	8	8	10	9	9	9	9	9	\$9,300
Farm Tractor with Attachments	2	2	2	2	2	4	4	4	4	4	\$69,600
Mowers - 36-48"	11	11	11	11	12	13	15	15	17	18	\$13,800
Mowers - 60"	-	-	1	1	1	3	3	5	5	7	\$18,600
Mower - 72"	9	9	9	9	9	9	9	9	9	6	\$31,400
Weed Sprayer	1	1	1	1	1	1	1	1	1	1	\$25,200
Finishing Mower	1	1	1	1	2	2	2	2	2	2	\$18,900
Mowers	18	19	19	20	20	20	22	24	24	25	\$1,170
Turf Groomer	1	1	1	1	1	1	1	1	1	1	\$15,000
Broadcaster	1	1	1	1	1	1	1	1	1	1	\$5,000
Top Dresser	1	1	1	1	1	1	1	1	1	1	\$20,000
Overseeder	1	1	1	1	1	1	1	1	1	1	\$10,000
Aerator	1	1	1	1	1	1	1	2	2	2	\$5,000
Ball Diamond Drag	2	2	2	2	2	2	2	2	3	3	\$10,000
Garbage Truck	1	1	1	1	1	1	1	1	1	1	\$165,048
Backhoe	2	2	2	2	2	2	2	2	2	2	\$120,000
Compact Wheel Loader	2	2	2	2	2	3	3	3	4	4	\$95,000
Utility Vehicle	2	2	2	2	2	2	2	2	2	2	\$29,500
Woodchipper	2	2	2	2	2	2	2	2	2	2	\$96,000
Chain Saws	2	2	2	2	2	2	2	2	2	2	\$850
Leaf Blowers	8	8	8	8	8	10	10	10	10	10	\$730
Pick-up Truck (Recreation)			1	1	1	2	2	2	2	2	\$40,600
Van (Recreation)	1	1	1	1	1	1	1	2	2	2	\$34,800
Ice Resurfacers	3	3	4	5	5	5	5	5	5	5	\$116,000
<b>Total</b>	<b>98</b>	<b>99</b>	<b>102</b>	<b>105</b>	<b>110</b>	<b>124</b>	<b>129</b>	<b>135</b>	<b>140</b>	<b>141</b>	

Population	59,059	59,645	60,121	60,738	61,161	61,476	62,523	62,443	62,319	63,166
Per Capita Standard	0.0017	0.0017	0.0017	0.0017	0.0018	0.0020	0.0021	0.0022	0.0022	0.0022

10 Year Average	2012-2021
Quantity Standard	0.0019
Quality Standard	\$25,974
Service Standard	\$49

D.C. Amount (before deductions)	15 Year
Forecast Population	27,885
\$ per Capita	\$49
Eligible Amount	\$1,376,125



Service: Library Services - Facilities  
 Unit Measure: sq.ft. of building area

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
New Acton Branch - 17 River Street	9,000	9,000	9,000	9,000	9,000	9,000	9,000	9,000	9,000	9,000	\$596	\$831
Georgetown Branch - Temporary Site 224 Maple Ave	10,430	-	-	-	-	-	-	-	-	-	\$596	\$831
New Georgetown Branch - 9 Church Street	-	32,373	32,373	32,373	32,373	32,373	32,373	32,373	32,373	32,373	\$596	\$831
<b>Total</b>	<b>19,430</b>	<b>41,373</b>	<b>41,373</b>	<b>41,373</b>	<b>41,373</b>	<b>41,373</b>	<b>41,373</b>	<b>41,373</b>	<b>41,373</b>	<b>41,373</b>		

Population	59,059	59,645	60,121	60,738	61,161	61,476	62,523	62,443	62,319	63,166
Per Capita & Employee Standard	0.3290	0.6937	0.6882	0.6812	0.6765	0.6730	0.6617	0.6626	0.6639	0.6550

10 Year Average	2012-2021
Quantity Standard	0.6385
Quality Standard	\$831
Service Standard	\$531

D.C. Amount (before deductions)	15 Year
Forecast Population	27,885
\$ per Capita	\$531
Eligible Amount	\$14,794,666



Service: Library Services - Collection Materials  
 Unit Measure: No. of library collection items

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 Value (\$/item)
Books	107,433	118,125	114,735	134,180	111,614	112,137	113,409	104,322	101,188	100,439	\$35
Reference (library materials not incl. Uncatalogued Archive Collection)	3,014	2,932	2,032	1,813	1,980	1,813	1,208	1,174	975	975	\$100
Reference (Uncatalogued Archive Collection)	23,438	23,438	23,438	23,438	23,438	23,438	23,560	23,750	23,750	23,750	\$100
Periodicals	3,060	3,132	2,952	3,108	3,108	3,554	3,336	3,096	3,144	3,291	\$8
Audiovisual	17,250	20,078	20,227	22,050	22,005	23,215	22,162	22,108	21,013	19,275	\$40
Other Electronic Resources (Database	27	27	29	21	21	17	18	19	21	21	\$4,900
<b>Total</b>	<b>154,222</b>	<b>167,732</b>	<b>163,413</b>	<b>184,610</b>	<b>162,166</b>	<b>164,174</b>	<b>163,693</b>	<b>154,469</b>	<b>150,091</b>	<b>147,751</b>	

Population	59,059	59,645	60,121	60,738	61,161	61,476	62,523	62,443	62,319	63,166
Per Capita Standard	2.6113	2.8122	2.7181	3.0394	2.6515	2.6705	2.6181	2.4738	2.4084	2.3391

10 Year Average	2012-2021
Quantity Standard	2.6342
Quality Standard	\$46
Service Standard	\$121

D.C. Amount (before deductions)	15 Year
Forecast Population	27,885
\$ per Capita	\$121
Eligible Amount	\$3,378,825



# Appendix C

## D.C. Cash Flow Calculation Tables



# Cash Flow Calculation – Transportation Services

Cash Flow Calculation - Roads & Related - Residential

Year	D.C. Reserve Fund Opening Balance	Development Related Expenditures	Development Related Expenditures	Development Related Long-Term Debt	SDE Per Year	\$9,519.34	Anticipated Revenues	Annual Surplus/ (Deficit)	3% / 3%	D.C. Reserve Fund Closing Balance after Interest
		Nominal Project Cost	Project Cost Inflated at 3%	Existing Debt Payments		Per SDE per Year Inflated at (3%) Starting in 2022			D.C. Reserve Fund Interest Earnings/ (Cost)	
2022	1,514,978	1,938,176	1,938,176	371,467	224	9,519.34	2,132,332	1,337,668	40,130	1,377,798
2023	1,377,798	4,310,161	4,439,466	371,109	255	9,804.92	2,500,255	(932,522)	(27,976)	(960,498)
2024	(960,498)	3,014,216	3,197,782	370,968	267	10,099.07	2,696,451	(1,832,796)	(54,984)	(1,887,780)
2025	(1,887,780)	4,542,267	4,963,458	370,665	562	10,402.04	5,845,947	(1,375,956)	(41,279)	(1,417,235)
2026	(1,417,235)	3,280,633	3,692,381	370,493	856	10,714.10	9,171,271	3,691,162	110,735	3,801,897
2027	3,801,897	11,927,266	13,826,970	370,231	833	11,035.52	9,192,592	(1,202,711)	(36,081)	(1,238,793)
2028	(1,238,793)	14,747,783	17,609,624	370,058	693	11,366.59	7,877,047	(11,341,427)	(340,243)	(11,681,670)
2029	(11,681,670)	11,858,953	14,585,016	369,928	611	11,707.59	7,153,336	(19,483,278)	(584,498)	(20,067,776)
2030	(20,067,776)	2,531,843	3,207,263	143,136	657	12,058.82	7,922,642	(15,495,532)	(464,866)	(15,960,398)
2031	(15,960,398)	3,536,856	4,614,795	-	749	12,420.58	9,303,015	(11,272,178)	(338,165)	(11,610,344)
2032	(11,610,344)	3,219,040	4,326,121	-	747	12,793.20	9,556,519	(6,379,946)	(191,398)	(6,571,344)
2033	(6,571,344)	3,481,540	4,819,266	-	606	13,176.99	7,985,258	(3,405,352)	(102,161)	(3,507,512)
2034	(3,507,512)	2,169,040	3,092,533	-	511	13,572.30	6,935,447	335,402	10,062	345,464
2035	345,464	2,169,040	3,185,309	-	431	13,979.47	6,025,153	3,185,309	95,559	3,280,868
2036	3,280,868	2,169,040	3,280,868	-	-	14,398.86	-	0	0	-
<b>Total</b>		<b>74,895,854</b>	<b>90,779,026</b>	<b>3,108,054</b>	<b>8,002</b>		<b>94,297,266</b>		<b>(1,925,165)</b>	

Note: Numbers may not add due to rounding

Cash Flow Calculation - Roads & Related - Industrial

Year	D.C. Reserve Fund Opening Balance	Development Related Expenditures	Development Related Expenditures	Development Related Long-Term Debt	Sq. M. of Gross Floor Area	\$21.722	Anticipated Revenues	Annual Surplus/ (Deficit)	3% / 3%	D.C. Reserve Fund Closing Balance after Interest
		Nominal Project Cost	Project Cost Inflated at 3%	Existing Debt Payments		per sq.m. per Year Inflated at (3%) Starting in 2022			D.C. Reserve Fund Interest Earnings / (Cost)	
2022	427,044	546,335	546,335	104,710	55,588	21.722	1,207,485	983,484	29,505	1,012,989
2023	1,012,989	1,214,953	1,251,402	104,609	125,058	22.374	2,798,004	2,454,982	73,649	2,528,632
2024	2,528,632	849,651	901,394	104,569	69,034	23.045	1,590,880	3,113,548	93,406	3,206,955
2025	3,206,955	1,280,379	1,399,105	104,484	94,684	23.736	2,247,430	3,950,796	118,524	4,069,320
2026	4,069,320	924,749	1,040,813	104,435	95,833	24.448	2,342,949	5,267,022	158,011	5,425,033
2027	5,425,033	3,362,071	3,897,562	104,361	51,105	25.182	1,286,902	2,710,011	81,300	2,791,312
2028	2,791,312	4,157,122	4,963,821	104,312	51,105	25.937	1,325,509	(951,313)	(28,539)	(979,852)
2029	(979,852)	3,342,815	4,111,241	104,276	51,105	26.715	1,365,274	(3,830,094)	(114,903)	(3,944,997)
2030	(3,944,997)	713,679	904,067	40,347	78,032	27.517	2,147,182	(2,742,230)	(82,267)	(2,824,496)
2031	(2,824,496)	996,973	1,300,824	-	79,237	28.342	2,245,748	(1,879,572)	(56,387)	(1,935,959)
2032	(1,935,959)	907,387	1,219,452	-	79,237	29.192	2,313,121	(842,290)	(25,269)	(867,559)
2033	(867,559)	981,381	1,358,460	-	79,237	30.068	2,382,514	156,495	4,695	161,190
2034	161,190	611,412	871,727	-	79,237	30.970	2,453,990	1,743,453	52,304	1,795,757
2035	1,795,757	611,412	897,878	-	-	31.899	-	897,879	26,936	924,815
2036	924,815	611,412	924,815	-	-	32.856	-	0	0	-
<b>Total</b>		<b>21,111,729</b>	<b>25,588,896</b>	<b>876,102</b>	<b>988,493</b>		<b>25,706,989</b>		<b>330,965</b>	

Note: Numbers may not add due to rounding

Cash Flow Calculation - Roads & Related - Non-Industrial

Year	D.C. Reserve Fund Opening Balance	Development Related Expenditures	Development Related Expenditures	Development Related Long-Term Debt	Sq. M. of Gross Floor Area	\$70.830	Anticipated Revenues	Annual Surplus/ (Deficit)	3% / 3%	D.C. Reserve Fund Closing Balance after Interest
		Nominal Project Cost	Project Cost Inflated at 3%	Existing Debt Payments		per sq.m. per Year Inflated at (3%) Starting in 2022			D.C. Reserve Fund Interest Earnings / (Cost)	
2022	222,233	284,312	284,312	54,491	31,512	70.830	2,231,994	2,115,424	63,463	2,178,887
2023	2,178,887	632,259	651,226	54,438	11,809	72.955	861,534	2,334,756	70,043	2,404,799
2024	2,404,799	442,156	469,083	54,417	5,112	75.144	384,166	2,265,464	67,964	2,333,427
2025	2,333,427	666,306	728,091	54,373	5,091	77.398	394,023	1,944,986	58,350	2,003,336
2026	2,003,336	481,237	541,636	54,348	9,509	79.720	758,024	2,165,376	64,961	2,230,337
2027	2,230,337	1,749,614	2,028,282	54,309	12,815	82.112	1,052,281	1,200,027	36,001	1,236,028
2028	1,236,028	2,163,356	2,583,161	54,284	12,815	84.575	1,083,950	(317,567)	(9,527)	(327,094)
2029	(327,094)	1,739,593	2,139,480	54,265	12,815	87.112	1,116,365	(1,404,474)	(42,134)	(1,446,608)
2030	(1,446,608)	371,397	470,474	20,997	9,101	89.726	816,630	(1,121,449)	(33,643)	(1,155,093)
2031	(1,155,093)	518,822	676,946	-	11,794	92.417	1,089,990	(742,048)	(22,261)	(764,310)
2032	(764,310)	472,202	634,600	-	11,794	95.190	1,122,690	(276,220)	(8,287)	(284,507)
2033	(284,507)	510,708	706,939	-	11,794	98.046	1,156,370	164,924	4,948	169,872
2034	169,872	318,177	453,644	-	11,794	100.987	1,191,061	907,289	27,219	934,508
2035	934,508	318,177	467,254	-	-	104.017	-	467,254	14,018	481,271
2036	481,271	318,177	481,271	-	-	107.137	-	(0)	(0)	-
<b>Total</b>		<b>10,986,494</b>	<b>13,316,401</b>	<b>455,921</b>	<b>157,757</b>		<b>13,258,977</b>		<b>291,112</b>	

Note: Numbers may not add due to rounding



# Cash Flow Calculation – Fire Protection Services

Cash Flow Calculation - Fire - Residential

Year	D.C. Reserve Fund Opening Balance	Development Related Expenditures	Development Related Expenditures	Development Related Long-Term Debt	SDE per Year	\$1,320.70	Anticipated Revenues	Annual Surplus/ (Deficit)	3% / 3%	
		Nominal Project Cost	Project Cost Inflated at 3%	Existing Debt Payments		Per SDE per Year Inflated at (3%) Starting in 2022			D.C. Reserve Fund Interest Earnings/ (Cost)	D.C. Reserve Fund Closing Balance after Interest
2022	88,981	-	-	103,682	224	1,320.70	295,836	281,135	8,434	289,569
2023	289,569	-	-	103,682	255	1,360.32	346,881	532,769	15,983	548,752
2024	548,752	-	-	103,682	267	1,401.13	374,101	819,171	24,575	843,746
2025	843,746	2,139,970	2,338,403	103,682	562	1,443.16	811,057	(787,282)	(23,618)	(810,900)
2026	(810,900)	4,012,260	4,515,834	103,682	856	1,486.46	1,272,406	(4,158,009)	(124,740)	(4,282,578)
2027	(4,282,578)	3,452,260	4,002,116	103,682	833	1,531.05	1,275,364	(7,113,182)	(213,395)	(7,326,578)
2028	(7,326,578)	47,250	56,419	103,682	693	1,576.98	1,092,848	(6,393,831)	(191,815)	(6,585,645)
2029	(6,585,645)	-	-	103,682	611	1,624.29	992,442	(5,696,886)	(170,907)	(5,867,792)
2030	(5,867,792)	-	-	103,682	657	1,673.02	1,099,174	(4,872,300)	(146,169)	(5,018,469)
2031	(5,018,469)	-	-	103,682	749	1,723.21	1,290,684	(3,831,466)	(114,944)	(3,946,410)
2032	(3,946,410)	-	-	-	747	1,774.91	1,325,855	(2,620,555)	(78,617)	(2,699,172)
2033	(2,699,172)	94,500	130,810	-	606	1,828.15	1,107,861	(1,722,121)	(51,664)	(1,773,785)
2034	(1,773,785)	-	-	-	511	1,883.00	962,212	(811,573)	(24,347)	(835,920)
2035	(835,920)	-	-	-	431	1,939.49	835,919	(0)	(0)	(0)
2036	(0)	-	-	-	-	1,997.67	-	(0)	(0)	-
<b>Total</b>		<b>9,746,240</b>	<b>11,043,582</b>	<b>1,036,817</b>	<b>8,002</b>		<b>13,082,641</b>		<b>(1,091,224)</b>	

Note: Numbers may not add due to rounding

Cash Flow Calculation - Fire - Industrial

Year	D.C. Reserve Fund Opening Balance	Development Related Expenditures	Development Related Expenditures	Development Related Long-Term Debt	Sq. M. of Gross Floor Area	\$3.014	Anticipated Revenues	Annual Surplus/ (Deficit)	3% / 3%	
		Nominal Project Cost	Project Cost Inflated at 3%	Existing Debt Payments		per sq.m. per Year Inflated at (3%) Starting in 2022			D.C. Reserve Fund Interest Earnings/ (Cost)	D.C. Reserve Fund Closing Balance after Interest
2022	25,082	-	-	29,226	55,588	3.014	167,524	163,381	4,901	168,282
2023	168,282	-	-	29,226	125,058	3.104	388,190	527,246	15,817	543,064
2024	543,064	-	-	29,226	69,034	3.197	220,716	734,554	22,037	756,590
2025	756,590	603,217	659,152	29,226	94,684	3.293	311,805	380,017	11,401	391,418
2026	391,418	1,130,980	1,272,928	29,226	95,833	3.392	325,057	(585,680)	(17,570)	(603,250)
2027	(603,250)	973,127	1,128,121	29,226	51,105	3.494	178,543	(1,582,054)	(47,462)	(1,629,516)
2028	(1,629,516)	13,319	15,903	29,226	51,105	3.598	183,899	(1,490,747)	(44,722)	(1,535,469)
2029	(1,535,469)	-	-	29,226	51,105	3.706	189,416	(1,375,279)	(41,258)	(1,416,537)
2030	(1,416,537)	-	-	29,226	78,032	3.818	297,896	(1,147,867)	(34,436)	(1,182,303)
2031	(1,182,303)	-	-	29,226	79,237	3.932	311,571	(899,958)	(26,999)	(926,956)
2032	(926,956)	-	-	-	79,237	4.050	320,918	(606,038)	(18,181)	(624,219)
2033	(624,219)	26,638	36,873	-	79,237	4.172	330,546	(330,546)	(9,916)	(340,463)
2034	(340,463)	-	-	-	79,237	4.297	340,462	(0)	(0)	(0)
2035	(0)	-	-	-	-	4.426	-	(0)	(0)	(0)
2036	(0)	-	-	-	-	4.558	-	(0)	(0)	-
<b>Total</b>		<b>2,747,281</b>	<b>3,112,977</b>	<b>292,259</b>	<b>988,493</b>		<b>3,566,544</b>		<b>(186,389)</b>	

Note: Numbers may not add due to rounding

Cash Flow Calculation - Fire - Non-Industrial

Year	D.C. Reserve Fund Opening Balance	Development Related Expenditures	Development Related Expenditures	Development Related Long-Term Debt	Sq. M. of Gross Floor Area	\$9.827	Anticipated Revenues	Annual Surplus/ (Deficit)	3% / 3%	
		Nominal Project Cost	Project Cost Inflated at 3%	Existing Debt Payments		per sq.m. per Year Inflated at (3%) Starting in 2022			D.C. Reserve Fund Interest Earnings/ (Cost)	D.C. Reserve Fund Closing Balance after Interest
2022	13,053	-	-	15,209	31,512	9.827	309,663	307,506	9,225	316,732
2023	316,732	-	-	15,209	11,809	10.122	119,528	421,050	12,632	433,682
2024	433,682	-	-	15,209	5,112	10.425	53,298	471,771	14,153	485,924
2025	485,924	313,913	343,021	15,209	5,091	10.738	54,666	182,360	5,471	187,831
2026	187,831	588,560	662,429	15,209	9,509	11.060	105,167	(384,640)	(11,539)	(396,179)
2027	(396,179)	506,413	587,071	15,209	12,815	11.392	145,992	(852,468)	(25,574)	(878,042)
2028	(878,042)	6,931	8,276	15,209	12,815	11.734	150,371	(751,156)	(22,535)	(773,691)
2029	(773,691)	-	-	15,209	12,815	12.086	154,883	(634,017)	(19,021)	(653,038)
2030	(653,038)	-	-	15,209	9,101	12.448	113,298	(554,949)	(16,648)	(571,597)
2031	(571,597)	-	-	15,209	11,794	12.822	151,223	(435,583)	(13,067)	(448,651)
2032	(448,651)	-	-	-	11,794	13.206	155,760	(292,891)	(8,787)	(301,677)
2033	(301,677)	13,862	19,189	-	11,794	13.603	160,433	(160,433)	(4,813)	(165,246)
2034	(165,246)	-	-	-	11,794	14.011	165,246	(0)	(0)	(0)
2035	(0)	-	-	-	-	14.431	-	(0)	(0)	(0)
2036	(0)	-	-	-	-	14.864	-	(0)	(0)	-
<b>Total</b>		<b>1,429,679</b>	<b>1,619,986</b>	<b>152,091</b>	<b>157,757</b>		<b>1,839,528</b>		<b>(80,503)</b>	

Note: Numbers may not add due to rounding



# Cash Flow Calculation – Transit Services

Cash Flow Calculation - Transit - Residential

Year	D.C. Reserve Fund Opening Balance	Development Related Expenditures	Development Related Expenditures	Development Related Long-Term Debt Existing Debt Payments	SDE Per Year	\$540.41	Anticipated Revenues	Annual Surplus/ (Deficit)	3% / 3%	D.C. Reserve Fund Closing Balance after Interest
		Nominal Project Cost	Project Cost Inflated at 3%	Per SDE per Year Inflated at (3%) Starting in 2022		D.C. Reserve Fund Interest Earnings/ (Cost)				
2022	7,903	26,513	26,513		224	540.41	121,052	102,443	3,073	105,516
2023	105,516	36,916	38,024		255	556.62	141,939	209,431	6,283	215,714
2024	215,714	173,625	184,199		267	573.32	153,077	184,593	5,538	190,130
2025	190,130	206,373	225,510		562	590.52	331,873	296,494	8,895	305,389
2026	305,389	275,480	310,055		856	608.24	520,651	515,985	15,480	531,465
2027	531,465	336,114	389,648		833	626.48	521,862	663,678	19,910	683,588
2028	683,588	1,812,914	2,164,714		693	645.28	447,178	(1,033,947)	(31,018)	(1,064,966)
2029	(1,064,966)	538,748	662,592		611	664.64	406,094	(1,321,464)	(39,644)	(1,361,108)
2030	(1,361,108)	80,230	101,633		657	684.58	449,767	(1,012,974)	(30,389)	(1,043,363)
2031	(1,043,363)	4,402	5,744		749	705.11	528,130	(520,977)	(15,629)	(536,606)
2032	(536,606)	4,402	5,916		747	726.27	542,522	0	0	0
<b>Total</b>		<b>3,495,717</b>	<b>4,114,547</b>	<b>0</b>	<b>6,454</b>		<b>4,164,146</b>		<b>(57,502)</b>	

Note: Numbers may not add due to rounding

Cash Flow Calculation - Transit - Industrial

Year	D.C. Reserve Fund Opening Balance	Development Related Expenditures	Development Related Expenditures	Development Related Long-Term Debt Existing Debt Payments	Sq. M. of Gross Floor Area	\$1.118	Anticipated Revenues	Annual Surplus/ (Deficit)	3% / 3%	D.C. Reserve Fund Closing Balance after Interest
		Nominal Project Cost	Project Cost Inflated at 3%	per sq.m. per Year Inflated at (3%) Starting in 2022		D.C. Reserve Fund Interest Earnings / (Cost)				
2022	2,102	7,052	7,052		55,588	1.118	62,127	57,177	1,715	58,893
2023	58,893	9,819	10,113		125,058	1.151	143,962	192,741	5,782	198,524
2024	198,524	46,179	48,991		69,034	1.186	81,853	231,386	6,942	238,327
2025	238,327	54,889	59,979		94,684	1.221	115,634	293,982	8,819	302,802
2026	302,802	73,269	82,465		95,833	1.258	120,548	340,885	10,227	351,112
2027	351,112	89,396	103,634		51,105	1.296	66,213	313,691	9,411	323,101
2028	323,101	482,179	575,747		51,105	1.335	68,200	(184,446)	(5,533)	(189,980)
2029	(189,980)	143,290	176,229		51,105	1.375	70,245	(295,963)	(8,879)	(304,842)
2030	(304,842)	21,339	27,031		78,032	1.416	110,476	(221,397)	(6,642)	(228,039)
2031	(228,039)	1,171	1,528		79,237	1.458	115,547	(114,020)	(3,421)	(117,440)
2032	(117,440)	1,171	1,573		79,237	1.502	119,014	0	0	0
<b>Total</b>		<b>929,753</b>	<b>1,094,342</b>	<b>0</b>	<b>830,019</b>		<b>1,073,819</b>		<b>18,421</b>	

Note: Numbers may not add due to rounding

Cash Flow Calculation - Transit - Non-Industrial

Year	D.C. Reserve Fund Opening Balance	Development Related Expenditures	Development Related Expenditures	Development Related Long-Term Debt Existing Debt Payments	Sq. M. of Gross Floor Area	\$3.704	Anticipated Revenues	Annual Surplus/ (Deficit)	3% / 3%	D.C. Reserve Fund Closing Balance after Interest
		Nominal Project Cost	Project Cost Inflated at 3%	per sq.m. per Year Inflated at (3%) Starting in 2022		D.C. Reserve Fund Interest Earnings / (Cost)				
2022	1,126	3,778	3,778		31,512	3.704	116,718	114,066	3,422	117,488
2023	117,488	5,260	5,418		11,809	3.815	45,052	157,123	4,714	161,836
2024	161,836	24,738	26,245		5,112	3.929	20,089	155,680	4,670	160,351
2025	160,351	29,404	32,131		5,091	4.047	20,605	148,825	4,465	153,289
2026	153,289	39,251	44,177		9,509	4.169	39,639	148,751	4,463	153,214
2027	153,214	47,890	55,518		12,815	4.294	55,027	152,723	4,582	157,305
2028	157,305	258,307	308,432		12,815	4.423	56,678	(94,449)	(2,833)	(97,283)
2029	(97,283)	76,762	94,407		12,815	4.555	58,378	(133,312)	(3,999)	(137,311)
2030	(137,311)	11,431	14,481		9,101	4.692	42,704	(109,088)	(3,273)	(112,361)
2031	(112,361)	627	818		11,794	4.833	56,999	(56,180)	(1,685)	(57,866)
2032	(57,866)	627	843		11,794	4.978	58,709	(0)	(0)	(0)
<b>Total</b>		<b>498,076</b>	<b>586,247</b>	<b>0</b>	<b>134,168</b>		<b>570,597</b>		<b>14,524</b>	

Note: Numbers may not add due to rounding





# Cash Flow Calculation – Recreation and Parks Services

Cash Flow Calculation - Recreation and Parks - Residential

Year	D.C. Reserve Fund Opening Balance	Development Related Expenditures	Development Related Expenditures	Development Related Long-Term Debt	SDE Per Year	\$17,907.92	Anticipated Revenues	Annual Surplus/ (Deficit)	3% / 3%	D.C. Reserve Fund Interest Earnings/ (Cost)	D.C. Reserve Fund Closing Balance after Interest
		Nominal Project Cost	Project Cost Inflated at 3%	Existing Debt Payments		Per SDE per Year Inflated at (3%) Starting in 2022					
2022	1,121,504	1,482,000	1,482,000	5,069,563	224	17,907.92	4,011,374	(1,418,684)		(42,561)	(1,461,245)
2023	(1,461,245)	8,857,705	9,123,436	3,786,443	255	18,445.16	4,703,515	(9,667,609)		(290,028)	(9,957,637)
2024	(9,957,637)	7,991,875	8,478,580	3,476,383	267	18,998.51	5,072,603	(16,839,998)		(505,200)	(17,345,198)
2025	(17,345,198)	4,851,270	5,301,114	2,132,006	562	19,568.47	10,997,479	(13,780,839)		(413,425)	(14,194,264)
2026	(14,194,264)	30,204,332	33,995,241	2,131,979	856	20,155.52	17,253,127	(33,068,358)		(992,051)	(34,060,409)
2027	(34,060,409)	7,463,042	8,651,711	2,131,920	833	20,760.19	17,293,236	(27,550,803)		(826,524)	(28,377,327)
2028	(28,377,327)	6,887,722	8,224,300	2,131,884	693	21,382.99	14,818,414	(23,915,097)		(717,453)	(24,632,550)
2029	(24,632,550)	4,388,430	5,397,215	2,131,846	611	22,024.48	13,456,959	(18,704,652)		(561,140)	(19,265,792)
2030	(19,265,792)	6,023,570	7,630,478	2,046,967	657	22,685.22	14,904,188	(14,039,049)		(421,171)	(14,460,220)
2031	(14,460,220)	4,728,910	6,170,155	2,046,967	749	23,365.77	17,500,965	(5,176,377)		(155,291)	(5,331,668)
2032	(5,331,668)	17,506,600	23,527,406	-	747	24,066.75	17,977,860	(10,881,215)		(326,436)	(11,207,651)
2033	(11,207,651)	10,052,900	13,915,565	-	606	24,788.75	15,021,982	(10,101,234)		(303,037)	(10,404,271)
2034	(10,404,271)	9,500,000	13,544,728	-	511	25,532.41	13,047,063	(10,901,936)		(327,058)	(11,228,995)
2035	(11,228,995)	-	-	-	431	26,298.38	11,334,604	105,609		3,168	108,777
2036	108,777	71,915	108,778	-	-	27,087.34	-	(0)		(0)	-
<b>Total</b>		<b>120,010,270</b>	<b>145,550,708</b>	<b>27,085,958</b>	<b>8,002</b>		<b>177,393,368</b>			<b>(5,878,207)</b>	

Note: Numbers may not add due to rounding

Cash Flow Calculation - Recreation and Parks - Non-Residential

Year	D.C. Reserve Fund Opening Balance	Development Related Expenditures	Development Related Expenditures	Development Related Long-Term Debt	Sq. M. of Gross Floor Area	\$6,580	Anticipated Revenues	Annual Surplus/ (Deficit)	3% / 3%	D.C. Reserve Fund Interest Earnings / (Cost)	D.C. Reserve Fund Closing Balance after Interest
		Nominal Project Cost	Project Cost Inflated at 3%	Existing Debt Payments		per sq.m. per Year Inflated at (3%) Starting in 2022					
2022	59,027	78,000	78,000	266,819	87,100	6,580	573,100	287,307		8,619	295,926
2023	295,926	466,195	480,181	199,286	136,868	6,777	927,574	544,033		16,321	560,354
2024	560,354	420,625	446,241	182,968	74,147	6,980	517,580	448,725		13,462	462,187
2025	462,187	255,330	279,006	112,211	99,775	7,190	717,371	788,341		23,650	811,991
2026	811,991	1,589,702	1,789,223	112,209	105,342	7,406	780,118	(309,323)		(9,280)	(318,603)
2027	(318,603)	392,792	455,353	112,206	63,920	7,628	487,567	(398,596)		(11,958)	(410,553)
2028	(410,553)	362,512	432,858	112,204	63,920	7,857	502,193	(453,422)		(13,603)	(467,025)
2029	(467,025)	230,970	284,064	112,202	63,920	8,092	517,259	(346,032)		(10,381)	(356,413)
2030	(356,413)	317,030	401,604	107,735	87,133	8,335	726,263	(139,489)		(4,185)	(143,674)
2031	(143,674)	248,890	324,745	107,735	91,031	8,585	781,513	205,359		6,161	211,520
2032	211,520	921,400	1,238,285	-	91,031	8,843	804,959	(221,806)		(6,654)	(228,460)
2033	(228,460)	529,100	732,398	-	91,031	9,108	829,107	(131,751)		(3,953)	(135,704)
2034	(135,704)	500,000	712,880	-	91,031	9,381	853,981	5,396		162	5,558
2035	5,558	-	-	-	-	9,663	-	5,558		167	5,725
2036	5,725	3,785	5,725	-	-	9,952	-	(0)		(0)	-
<b>Total</b>		<b>6,316,330</b>	<b>7,660,564</b>	<b>1,425,577</b>	<b>1,146,249</b>		<b>9,018,585</b>			<b>8,529</b>	

Note: Numbers may not add due to rounding



# Cash Flow Calculation – Library Services

Cash Flow Calculation - Library- Residential

Year	D.C. Reserve Fund Opening Balance	Development Related Expenditures	Development Related Expenditures	Development Related Long-Term Debt	SDE Per Year	\$2,268.83	Anticipated Revenues	Annual Surplus/ (Deficit)	3% / 3%	D.C. Reserve Fund Interest Earnings/ (Cost)	D.C. Reserve Fund Closing Balance after Interest
		Nominal Project Cost	Project Cost Inflated at 3%	Existing Debt Payments		Per SDE per Year Inflated at (3%) Starting in 2022					
2022	119,663	93,417	93,417	543,344	224	2,268.83	508,219	(8,879)	(266)	(9,145)	
2023	(9,145)	22,167	22,832	543,344	255	2,336.90	595,909	20,589	618	21,206	
2024	21,206	22,167	23,517	543,343	267	2,407.01	642,671	97,017	2,911	99,928	
2025	99,928	22,167	24,222	543,344	562	2,479.22	1,393,319	925,681	27,770	953,451	
2026	953,451	22,167	24,949	543,344	856	2,553.59	2,185,875	2,571,034	77,131	2,648,165	
2027	2,648,165	79,832	92,547	543,344	833	2,630.20	2,190,957	4,203,231	126,097	4,329,328	
2028	4,329,328	22,167	26,468	543,344	693	2,709.11	1,877,411	5,636,927	169,108	5,806,035	
2029	5,806,035	22,167	27,262	543,344	611	2,790.38	1,704,922	6,940,351	208,211	7,148,561	
2030	7,148,561	3,565,667	4,516,880	543,344	657	2,874.09	1,888,278	3,976,615	119,298	4,095,914	
2031	4,095,914	22,167	28,922	543,341	749	2,960.31	2,217,275	5,740,925	172,228	5,913,153	
2032	5,913,153	9,269,182	12,457,005	334,725	747	3,049.12	2,277,695	(4,600,882)	(138,026)	(4,738,908)	
2033	(4,738,908)	22,167	30,684	-	606	3,140.60	1,903,202	(2,866,391)	(85,992)	(2,952,382)	
2034	(2,952,382)	22,167	31,604	-	511	3,234.81	1,652,990	(1,330,996)	(39,930)	(1,370,926)	
2035	(1,370,926)	22,167	32,552	-	431	3,331.86	1,436,031	32,552	977	33,529	
2036	33,529	22,167	33,529	-	-	3,431.81	-	(0)	(0)	-	
<b>Total</b>		<b>13,251,930</b>	<b>17,466,390</b>	<b>5,768,159</b>	<b>8,002</b>		<b>22,474,753</b>		<b>640,133</b>		

Note: Numbers may not add due to rounding

Cash Flow Calculation - Library - Non-Residential

Year	D.C. Reserve Fund Opening Balance	Development Related Expenditures	Development Related Expenditures	Development Related Long-Term Debt	Sq. M. of Gross Floor Area	\$0.834	Anticipated Revenues	Annual Surplus/ (Deficit)	3% / 3%	D.C. Reserve Fund Interest Earnings/ (Cost)	D.C. Reserve Fund Closing Balance after Interest
		Nominal Project Cost	Project Cost Inflated at 3%	Existing Debt Payments		per sq.m. per Year Inflated at (3%) Starting in 2022					
2022	6,298	4,917	4,917	28,597	87,100	0.834	72,609	45,393	1,362	46,755	
2023	46,755	1,167	1,202	28,597	136,868	0.859	117,518	134,474	4,034	138,509	
2024	138,509	1,167	1,238	28,597	74,147	0.884	65,574	174,248	5,227	179,476	
2025	179,476	1,167	1,275	28,597	99,775	0.911	90,887	240,491	7,215	247,706	
2026	247,706	1,167	1,313	28,597	105,342	0.938	98,837	316,632	9,499	326,131	
2027	326,131	4,202	4,871	28,597	63,920	0.966	61,772	354,435	10,633	365,068	
2028	365,068	1,167	1,393	28,597	63,920	0.995	63,625	398,703	11,961	410,664	
2029	410,664	1,167	1,435	28,597	63,920	1.025	65,534	446,166	13,385	459,551	
2030	459,551	187,667	237,731	28,597	87,133	1.056	92,013	285,237	8,557	293,794	
2031	293,794	1,167	1,522	28,597	91,031	1.088	99,013	362,689	10,881	373,569	
2032	373,569	487,852	655,632	17,617	91,031	1.120	101,984	(197,696)	(5,931)	(203,627)	
2033	(203,627)	1,167	1,615	-	91,031	1.154	105,043	(100,198)	(3,006)	(103,204)	
2034	(103,204)	1,167	1,663	-	91,031	1.189	108,195	3,327	100	3,427	
2035	3,427	1,167	1,713	-	-	1.224	-	1,713	51	1,765	
2036	1,765	1,167	1,765	-	-	1.261	-	(0)	(0)	-	
<b>Total</b>		<b>697,470</b>	<b>919,284</b>	<b>303,587</b>	<b>1,146,249</b>		<b>1,142,605</b>		<b>73,968</b>		

Note: Numbers may not add due to rounding

# Cash Flow Calculation – Stormwater Management Services

Cash Flow Calculation - Stormwater- Residential

Year	D.C. Reserve Fund Opening Balance	Development Related Expenditures	Development Related Expenditures	Development Related Long-Term Debt	SDE Per Year	\$85.68	Anticipated Revenues	Annual Surplus/ (Deficit)	3% / 3%	D.C. Reserve Fund Interest Earnings/ (Cost)	D.C. Reserve Fund Closing Balance after Interest
		Nominal Project Cost	Project Cost Inflated at 3%	Existing Debt Payments		Per SDE per Year Inflated at (3%) Starting in 2022					
2022	36,617	6,703	6,703	53,257	224	85.68	19,192	(4,150)	(125)	(4,275)	
2023	(4,275)	6,703	6,904	53,257	255	88.25	22,504	(41,932)	(1,258)	(43,190)	
2024	(43,190)	6,703	7,111	53,257	267	90.90	24,270	(79,288)	(2,379)	(81,666)	
2025	(81,666)	76,703	83,815	53,257	562	93.63	52,618	(166,121)	(4,984)	(171,104)	
2026	(171,104)	-	-	53,257	856	96.43	82,548	(141,814)	(4,254)	(146,068)	
2027	(146,068)	-	-	53,257	833	99.33	82,740	(116,586)	(3,498)	(120,083)	
2028	(120,083)	157,500	188,063	53,257	693	102.31	70,899	(290,505)	(8,715)	(299,220)	
2029	(299,220)	-	-	53,257	611	105.38	64,385	(288,092)	(8,643)	(296,735)	
2030	(296,735)	-	-	53,257	657	108.54	71,309	(278,683)	(8,360)	(287,044)	
2031	(287,044)	-	-	53,257	749	111.79	83,734	(256,567)	(7,697)	(264,264)	
2032	(264,264)	-	-	-	747	115.15	86,015	(178,249)	(5,347)	(183,596)	
2033	(183,596)	-	-	-	606	118.60	71,873	(111,724)	(3,352)	(115,075)	
2034	(115,075)	-	-	-	511	122.16	62,424	(52,651)	(1,580)	(54,231)	
2035	(54,231)	-	-	-	431	125.82	54,231	(0)	(0)	(0)	
2036	(0)	-	-	-	-	129.60	-	(0)	(0)	-	
<b>Total</b>		<b>254,310</b>	<b>292,595</b>	<b>532,573</b>	<b>8,002</b>		<b>848,741</b>		<b>(60,191)</b>		

Note: Numbers may not add due to rounding



**Cash Flow Calculation - Stormwater - Industrial**

Year	D.C. Reserve Fund Opening Balance	Development Related Expenditures	Development Related Expenditures	Development Related Long-Term Debt	Sq. M. of Gross Floor Area	\$0.196	Anticipated Revenues	Annual Surplus/ (Deficit)	3% / 3%	D.C. Reserve Fund Interest Earnings / (Cost)	D.C. Reserve Fund Closing Balance after Interest
		Nominal Project Cost	Project Cost Inflated at 3%	Existing Debt Payments		per sq.m. per Year Inflated at (3%) Starting in 2022					
2022	10,322	1,889	1,889	15,012	55,588	0.196	10,868	4,288	129	4,417	
2023	4,417	1,889	1,946	15,012	125,058	0.201	25,184	12,643	379	13,022	
2024	13,022	1,889	2,004	15,012	69,034	0.207	14,319	10,325	310	10,634	
2025	10,634	21,621	23,626	15,012	94,684	0.214	20,228	(7,775)	(233)	(8,009)	
2026	(8,009)	-	-	15,012	95,833	0.220	21,088	(1,933)	(58)	(1,991)	
2027	(1,991)	-	-	15,012	51,105	0.227	11,583	(5,420)	(163)	(5,582)	
2028	(5,582)	44,396	53,011	15,012	51,105	0.233	11,931	(61,676)	(1,850)	(63,526)	
2029	(63,526)	-	-	15,012	51,105	0.240	12,288	(66,250)	(1,987)	(68,237)	
2030	(68,237)	-	-	15,012	78,032	0.248	19,326	(63,923)	(1,918)	(65,841)	
2031	(65,841)	-	-	15,012	79,237	0.255	20,213	(60,640)	(1,819)	(62,459)	
2032	(62,459)	-	-	-	79,237	0.263	20,820	(41,639)	(1,249)	(42,888)	
2033	(42,888)	-	-	-	79,237	0.271	21,444	(21,444)	(643)	(22,087)	
2034	(22,087)	-	-	-	79,237	0.279	22,088	0	0	0	
2035	0	-	-	-	-	0.287	-	0	0	0	
2036	0	-	-	-	-	0.296	-	0	0	-	
<b>Total</b>		<b>71,685</b>	<b>82,477</b>	<b>150,122</b>	<b>988,493</b>		<b>231,381</b>		<b>(9,103)</b>		

Note: Numbers may not add due to rounding

**Cash Flow Calculation - Stormwater - Non- Industrial**

Year	D.C. Reserve Fund Opening Balance	Development Related Expenditures	Development Related Expenditures	Development Related Long-Term Debt	Sq. M. of Gross Floor Area	\$0.638	Anticipated Revenues	Annual Surplus/ (Deficit)	3% / 3%	D.C. Reserve Fund Interest Earnings / (Cost)	D.C. Reserve Fund Closing Balance after Interest
		Nominal Project Cost	Project Cost Inflated at 3%	Existing Debt Payments		per sq.m. per Year Inflated at (3%) Starting in 2022					
2022	5,371	983	983	7,812	31,512	0.638	20,090	16,665	500	17,165	
2023	17,165	983	1,013	7,812	11,809	0.657	7,754	16,095	483	16,578	
2024	16,578	983	1,043	7,812	5,112	0.676	3,458	11,180	335	11,515	
2025	11,515	11,252	12,295	7,812	5,091	0.697	3,546	(5,045)	(151)	(5,197)	
2026	(5,197)	-	-	7,812	9,509	0.718	6,823	(6,186)	(186)	(6,372)	
2027	(6,372)	-	-	7,812	12,815	0.739	9,471	(4,713)	(141)	(4,854)	
2028	(4,854)	23,104	27,587	7,812	12,815	0.761	9,755	(30,498)	(915)	(31,413)	
2029	(31,413)	-	-	7,812	12,815	0.784	10,048	(29,177)	(875)	(30,053)	
2030	(30,053)	-	-	7,812	9,101	0.808	7,350	(30,515)	(915)	(31,430)	
2031	(31,430)	-	-	7,812	11,794	0.832	9,811	(29,432)	(883)	(30,315)	
2032	(30,315)	-	-	-	11,794	0.857	10,105	(20,210)	(606)	(20,816)	
2033	(20,816)	-	-	-	11,794	0.882	10,408	(10,408)	(312)	(10,720)	
2034	(10,720)	-	-	-	11,794	0.909	10,720	0	0	0	
2035	0	-	-	-	-	0.936	-	0	0	0	
2036	0	-	-	-	-	0.964	-	0	0	-	
<b>Total</b>		<b>37,305</b>	<b>42,921</b>	<b>78,123</b>	<b>157,757</b>		<b>119,340</b>		<b>(3,667)</b>		

Note: Numbers may not add due to rounding

## Cash Flow Calculation – Growth-Related Studies Class of Service

**Cash Flow Calculation - Growth Studies- Residential**

Year	D.C. Reserve Fund Opening Balance	Development Related Expenditures	Development Related Expenditures	Development Related Long-Term Debt	SDE Per Year	\$426.65	Anticipated Revenues	Annual Surplus/ (Deficit)	3% / 3%	D.C. Reserve Fund Interest Earnings/ (Cost)	D.C. Reserve Fund Closing Balance after Interest
		Nominal Project Cost	Project Cost Inflated at 3%	Existing Debt Payments		Per SDE per Year Inflated at (3%) Starting in 2022					
2022	85,011	108,990	108,990	118,650	224	426.65	95,569	(47,060)	(1,412)	(48,471)	
2023	(48,471)	153,090	157,683	118,650	255	439.45	112,059	(212,745)	(6,382)	(219,127)	
2024	(219,127)	426,090	452,039	118,650	267	452.63	120,853	(668,963)	(20,069)	(689,032)	
2025	(689,032)	256,133	279,883	118,650	562	466.21	262,011	(825,554)	(24,767)	(850,321)	
2026	(850,321)	167,408	188,419	118,650	856	480.20	411,049	(746,342)	(22,390)	(768,732)	
2027	(768,732)	158,658	183,928	118,650	833	494.60	412,004	(659,306)	(19,779)	(679,085)	
2028	(679,085)	261,908	312,732	118,650	693	509.44	353,043	(757,424)	(22,723)	(780,147)	
2029	(780,147)	251,408	309,200	118,650	611	524.72	320,607	(887,390)	(26,622)	(914,012)	
2030	(914,012)	265,201	335,949	118,650	657	540.47	355,086	(1,013,524)	(30,406)	(1,043,930)	
2031	(1,043,930)	167,408	218,430	118,650	749	556.68	416,953	(964,056)	(28,922)	(992,978)	
2032	(992,978)	14,318	19,242	-	747	573.38	428,315	(583,905)	(17,517)	(601,422)	
2033	(601,422)	70,318	97,337	-	606	590.58	357,893	(340,866)	(10,226)	(351,092)	
2034	(351,092)	127,018	181,098	-	511	608.30	310,841	(221,348)	(6,640)	(227,989)	
2035	(227,989)	14,318	21,027	-	431	626.55	270,042	21,027	631	21,658	
2036	21,658	14,318	21,658	-	-	645.34	-	0	0	-	
<b>Total</b>		<b>2,456,586</b>	<b>2,887,614</b>	<b>1,186,499</b>	<b>8,002</b>		<b>4,226,326</b>		<b>(237,224)</b>		

Note: Numbers may not add due to rounding



Cash Flow Calculation - Growth Studies - Industrial

Year	D.C. Reserve Fund Opening Balance	Development Related Expenditures	Development Related Expenditures	Development Related Long-Term Debt	Sq. M. of Gross Floor Area	\$0.974	Anticipated Revenues	Annual Surplus/ (Deficit)	3% / 3%	D.C. Reserve Fund Closing Balance after Interest
		Nominal Project Cost	Project Cost Inflated at 3%	Existing Debt Payments		per sq.m. per Year Inflated at (3%) Starting in 2022			D.C. Reserve Fund Interest Earnings /(Cost)	
2022	23,963	30,722	30,722	33,445	55,588	0.974	54,118	13,914	417	14,331
2023	14,331	43,153	44,448	33,445	125,058	1.003	125,404	61,843	1,855	63,698
2024	63,698	120,107	127,421	33,445	89,034	1.033	71,302	(25,866)	(776)	(26,642)
2025	(26,642)	72,199	78,894	33,445	94,684	1.064	100,728	(38,253)	(1,148)	(39,401)
2026	(39,401)	47,189	53,112	33,445	95,833	1.096	105,009	(20,949)	(628)	(21,577)
2027	(21,577)	44,723	51,846	33,445	51,105	1.129	57,678	(49,191)	(1,476)	(50,666)
2028	(50,666)	73,827	88,153	33,445	51,105	1.162	59,408	(112,856)	(3,386)	(116,242)
2029	(116,242)	70,867	87,158	33,445	51,105	1.197	61,190	(175,655)	(5,270)	(180,924)
2030	(180,924)	74,755	94,698	33,445	78,032	1.233	96,235	(212,832)	(6,385)	(219,217)
2031	(219,217)	47,189	61,571	33,445	79,237	1.270	100,653	(213,581)	(6,407)	(219,988)
2032	(219,988)	4,036	5,424	-	79,237	1.308	103,672	(121,740)	(3,652)	(125,392)
2033	(125,392)	19,821	27,437	-	79,237	1.348	106,782	(46,047)	(1,381)	(47,429)
2034	(47,429)	35,804	51,048	-	79,237	1.388	109,986	11,509	345	11,854
2035	11,854	4,036	5,927	-	-	1.430	-	5,927	178	6,105
2036	6,105	4,036	6,105	-	-	1.473	-	0	0	-
<b>Total</b>		<b>692,465</b>	<b>813,964</b>	<b>334,452</b>	<b>988,493</b>		<b>1,152,166</b>		<b>(27,713)</b>	

Note: Numbers may not add due to rounding

Cash Flow Calculation - Stormwater - Non-Industrial

Year	D.C. Reserve Fund Opening Balance	Development Related Expenditures	Development Related Expenditures	Development Related Long-Term Debt	Sq. M. of Gross Floor Area	\$3.175	Anticipated Revenues	Annual Surplus/ (Deficit)	3% / 3%	D.C. Reserve Fund Closing Balance after Interest
		Nominal Project Cost	Project Cost Inflated at 3%	Existing Debt Payments		per sq.m. per Year Inflated at (3%) Starting in 2022			D.C. Reserve Fund Interest Earnings /(Cost)	
2022	12,470	15,988	15,988	17,405	31,512	3.175	100,036	79,114	2,373	81,487
2023	81,487	22,457	23,131	17,405	11,809	3.270	38,613	79,565	2,387	81,952
2024	81,952	62,503	66,310	17,405	5,112	3.368	17,218	15,456	464	15,919
2025	15,919	37,572	41,056	17,405	5,091	3.469	17,660	(24,882)	(746)	(25,628)
2026	(25,628)	24,557	27,639	17,405	9,509	3.573	33,974	(36,698)	(1,101)	(37,799)
2027	(37,799)	23,274	26,980	17,405	12,815	3.680	47,162	(35,022)	(1,051)	(36,073)
2028	(36,073)	38,419	46,875	17,405	12,815	3.791	48,577	(50,775)	(1,523)	(52,298)
2029	(52,298)	36,879	45,357	17,405	12,815	3.904	50,035	(65,025)	(1,951)	(66,976)
2030	(66,976)	38,902	49,280	17,405	9,101	4.021	36,601	(97,061)	(2,912)	(99,972)
2031	(99,972)	24,557	32,042	17,405	11,794	4.142	48,852	(100,566)	(3,017)	(103,583)
2032	(103,583)	2,100	2,823	-	11,794	4.266	50,318	(56,088)	(1,683)	(57,770)
2033	(57,770)	10,315	14,278	-	11,794	4.394	51,828	(20,221)	(607)	(20,828)
2034	(20,828)	18,632	26,565	-	11,794	4.526	53,382	5,989	180	6,169
2035	6,169	2,100	3,084	-	-	4.662	-	3,085	93	3,177
2036	3,177	2,100	3,177	-	-	4.802	-	0	0	-
<b>Total</b>		<b>360,357</b>	<b>423,585</b>	<b>174,048</b>	<b>157,757</b>		<b>594,257</b>		<b>(9,094)</b>	

Note: Numbers may not add due to rounding



# Appendix D

## Long Term Capital and Operating Cost Examination



## Appendix D: Long-Term Capital and Operating Cost Examination

As a requirement of the D.C.A. under subsection 10(2)(c), an analysis must be undertaken to assess the long-term capital and operating cost impacts for the capital infrastructure projects identified within the D.C. As part of this analysis, it was deemed necessary to isolate the incremental operating expenditures directly associated with these capital projects, factor in cost savings attributable to economies of scale or cost sharing where applicable, and prorate the cost on a per unit basis (i.e. sq.ft. of building space, per vehicle, etc.). This was undertaken through a review of the Town's 2020 Financial Information Return.

In addition to the operational impacts, over time the initial capital projects will require replacement. This replacement of capital is often referred to as lifecycle cost. By definition, lifecycle costs are all the costs which are incurred during the life of a physical asset, from the time its acquisition is first considered, to the time it is taken out of service for disposal or redeployment. The method selected for lifecycle costing is the sinking fund method which provides that money will be contributed annually and invested, so that those funds will grow over time to equal the amount required for future replacement.

Table C-1 depicts the annual operating impact resulting from the proposed gross capital projects at the time they are all in place. It is important to note that, while municipal program expenditures will increase with growth in population, the costs associated with the new infrastructure (i.e. facilities) would be delayed until the time these works are in place.



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

Description	GROSS COST LESS BENEFIT TO EXISTING	ANNUAL LIFECYCLE EXPENDITURES	ANNUAL OPERATING EXPENDITURES	TOTAL ANNUAL EXPENDITURES
Transportation Services	115,315,162	5,836,003	7,313,384	13,149,387
Fire Protection Services	15,474,570	825,584	4,634,350	5,459,934
Transit Services	5,598,100	554,852	368,841	923,693
Recreation and Parks Services	154,508,370	924,322	6,056,526	6,980,848
Library Services	18,517,607	824,553	1,469,534	2,294,087
Stormwater Management Services	1,031,763	7,559	-	7,559
Growth-Related Studies	9,696,652	-	-	-
<b>Total</b>	<b>320,142,223</b>	<b>8,972,873</b>	<b>19,842,634</b>	<b>28,815,507</b>



# Appendix E

## Local Service Policy





## Appendix E: Local Service Policy

This Appendix sets out the Town's General Policy Guidelines on Development Charges (D.C.) and local service funding for Services Related to a Highway, Stormwater Management, and Parkland Development. The guidelines outline, in general terms, the size and nature of engineered infrastructure that is included in the study as a D.C. project, versus infrastructure that is considered as a local service, to be emplaced separately by landowners, pursuant to a development agreement.

The following policy guidelines are general principles by which staff will be guided in considering development applications. However, each application will be considered, in the context of these policy guidelines as subsection 59(2) of the *Development Charges Act, 1997*, as amended (D.C.A.) on its own merits having regard to, among other factors, the nature, type and location of the development and any existing and proposed development in the surrounding area, as well as the location and type of services required and their relationship to the proposed development and to existing and proposed development in the area.

### **A. SERVICES RELATED TO A HIGHWAY**

A highway and services related to a highway are intended for the transportation of people and goods via many different modes including, but not limited to passenger automobiles, commercial vehicles, transit vehicles, bicycles and pedestrians. The highway shall consist of all land and associated infrastructure built to support (or service) this movement of people and goods regardless of the mode of transportation employed, thereby achieving a complete street. A complete street is the concept whereby a highway is planned, designed, operated and maintained to enable pedestrians, cyclists, public transit users and motorists to safely and comfortably be moved, thereby allowing for the efficient movement of persons and goods.

The associated infrastructure to achieve this concept shall include, but is not limited to: road pavement structure and curbs; grade separation/bridge structures (for any vehicles, railways and/or pedestrians); grading, drainage and retaining wall features; culvert structures; storm water drainage systems; utilities; traffic control systems; signage; gateway features; street furniture; active transportation facilities (e.g. sidewalks, bike lanes, multi-use trails which interconnect the transportation network,



etc.); transit lanes & lay-bys; roadway illumination systems; boulevard and median surfaces (e.g. sod & topsoil, paving, etc.); street trees and landscaping; parking lanes & lay-bys; driveway entrances; noise attenuation systems; and railings and safety barriers.

To the extent that interim services are required to be installed by developers, prior to the construction of the ultimate road cross section provided in the D.C. Background Study, these services will be considered as local services to support the specific development or required to link with the area to which the plan relates and will be a direct developer responsibility under s.59 of the D.C.A.

### **1) Local and Collector Roads (including land)**

- a) Collector Roads Internal to Development, inclusive of all land and associated infrastructure – direct developer responsibility under s.59 of the D.C.A. as a local service.
- b) Collector Roads External to Development, inclusive of all land and associated infrastructure – if needed to support a specific development or required to link with the area to which the plan relates, direct developer responsibility under s.59 of the D.C.A.; otherwise, included in D.C. calculation to the extent permitted under s.5(1) of the D.C.A. (dependent on local circumstances).
- c) All local roads are considered to be the developer's responsibility.

### **2) Arterial Roads**

- a) New, widened, extended or upgraded arterial roads, inclusive of all associated infrastructure: Included as part of road costing funded through D.C.A., s.5(1).
- b) Land acquisition for arterial roads on existing rights-of-way to achieve a complete street: dedication under the Planning Act provisions (s. 41, 51 and s. 53) through development lands; in area with limited development: included in D.C.'s.
- c) Land acquisition for arterial roads on new rights-of-way to achieve a complete street: dedication, where possible, under the Planning Act provisions (s. 51 and s. 53) through development lands up to the ROW specified in the Official Plan.
- d) Land acquisition beyond normal dedication requirements to achieve transportation corridors as services related to highways including grade separation infrastructure for the movement of pedestrians, cyclists, public transit and/or railway vehicles: included in D.C.'s.

### **3) Traffic Control Systems, Signals and Intersection Improvements**



- a) On new arterial roads and arterial road improvements unrelated to a specific development: included as part of road costing funded through D.C.'s.
- b) On non-arterial roads, or for any private site entrances or entrances to specific development: direct developer responsibility under s.59 of D.C.A. (as a local service).
- c) On arterial or collector road intersections with Regional roads: include in Region D.C.'s or in certain circumstances, may be a direct developer responsibility
- d) Intersection improvements, new or modified signalization, signal timing & optimization plans, area traffic studies for highways attributed to growth and unrelated to a specific development: included in D.C. calculation as permitted under s.5(1) of the D.C.A.

#### **4) Streetlights**

- a) Streetlights on new arterial roads and arterial road improvements: considered part of the complete street and included as part of the road costing funded through D.C.'s or in exceptional circumstances, may be direct developer responsibility through local service provisions (s.59 of D.C.A.).
- b) Streetlights on non-arterial roads internal to development: considered part of the complete street and included as a direct developer responsibility under s. 59 of the D.C.A. (as a local service).
- c) Streetlights on non-arterial roads external to development, needed to support a specific development or required to link with the area to which the plan relates: considered part of the complete street and included as a direct developer responsibility under s. 59 of the D.C.A. (as a local service).

#### **5) Transportation Related Pedestrian and Cycling Facilities**

- a) Sidewalks, multi-use trails, cycle tracks, and bike lanes, inclusive of all required infrastructure, located within arterial roads, Regional roads and provincial highway corridors: considered part of the complete street and included in D.C.'s, or, in exceptional circumstances, may be direct developer responsibility through local service provisions (s.59 of D.C.A.).
- b) Sidewalks, multi-use trails, cycle tracks, and bike lanes, inclusive of all required infrastructure, located within or linking to non-arterial road corridors internal to development: considered part of the complete street and included



- as a direct developer responsibility under s. 59 of the D.C.A. (as a local service).
- c) Other sidewalks, multi-use trails, cycle tracks, and bike lanes, inclusive of all required infrastructure, located within non-arterial road corridors external to development and needed to support a specific development or required to link with the area to which the plan relates: direct developer responsibility under s.59 of D.C.A. (as a local service).
  - d) Multi-use trails (not associated with a road), inclusive of all land and required infrastructure, that go beyond the function of a (parkland) recreational trail and form part of the Town's active transportation network for cycling and/or walking: included in transportation D.C.'s

## **6) Noise Abatement Measures**

- a) Noise abatement measures external and internal to development where it is related to, or a requirement of a specific development: direct developer responsibility under s.59 of D.C.A. (as a local service).
- b) Noise abatement measures on new arterial roads and arterial road improvements abutting an existing community and unrelated to a specific development: included as part of road costing funded through D.C.'s.

## **B. STORMWATER MANAGEMENT**

- a) Stormwater facilities for quality and/or quantity management, including downstream erosion works, inclusive of land and all associated infrastructure, such as landscaping and perimeter fencing, inclusive of all restoration requirements, related to a development application: direct developer responsibility under s.59 of D.C.A. (as a local service).
- b) Town-wide drainage and stormwater outfall quality control measures: included in D.C.s.



## **C. PARKLAND DEVELOPMENT**

### **1. RECREATIONAL TRAILS**

- a) Recreational trails (Multi-use trails) that do not form part of the Town's active transportation network, and their associated infrastructure (landscaping, bridges, trail surface, etc.), are included in recreation and parks D.C.'s.
- b) Recreational trails (Multi-use trails), and their associated infrastructure (landscaping, bridges, trail surface, etc.) that do not form part of the Town's active transportation network, located internal or external to development and needed to support a specific development or required to link with the area to which the plan relates: direct developer responsibility under s.59 of D.C.A. (as a local service)

### **2. PARKLAND**

- a) Parkland Development for Community Parks, Neighbourhood Parks and Parkettes: direct developer responsibility to provide at base condition (graded, sodded, servicing stubs, and perimeter fencing).
- b) Land development in addition to work performed prior to dedication, program facilities, amenities, and furniture, within parkland: included in D.C.'s.

### **3. LANDSCAPE BUFFER BLOCKS, FEATURES, CUL-DE-SAC ISLANDS, BERMS, GRADE TRANSITION AREAS, WALKWAY CONNECTIONS TO ADJACENT ARTERIAL ROADS, OPEN SPACE, ETC.**

The cost of developing all landscape buffer blocks, landscape features, cul-de-sac islands, berms, grade transition areas, walkway connections to adjacent arterial roads, open space and other remnant pieces of land conveyed to the town shall be a direct developer responsibility as a local service. Such costs include but are not limited to:

- a) pre-grading, sodding or seeding, supply and installation of amended topsoil, (to the Town's required depth), landscape features, perimeter fencing and amenities and all planting.
- b) Perimeter fencing to the Town standard located on the public property side of the property line adjacent land uses (such as but limited to arterial roads) as directed by the Town.

### **4. NATURAL HERITAGE SYSTEM (N.H.S.)**



N.H.S. includes engineered and in situ stream corridors, natural buffers for woodlots, wetland remnants, etc. as well as subwatersheds within the boundaries of the Town.

Direct developer responsibility as a local service provision including but not limited to the following:

- a) Riparian planting and landscaping requirements (as required by the Town, Conservation Authority or other authorities having jurisdiction) as a result of creation of, or construction within in the N.H.S. and associated buffers.
- b) Perimeter fencing of the N.H.S. to the Town standard located on the public property side of the property line adjacent land uses (residential, industrial, commercial) as required by the Town.



# Appendix F

## Asset Management Plan



## Appendix F: Asset Management Plan

The D.C.A. (new section 10(c.2)) requires that the background study must include an Asset Management Plan (A.M.P) related to new infrastructure. Section 10 (3) of the D.C.A. provides:

**The A.M.P. shall,**

- a) deal with all assets whose capital costs are proposed to be funded under the development charge by-law;**
- b) demonstrate that all the assets mentioned in clause (a) are financially sustainable over their full life cycle;**
- c) contain any other information that is prescribed; and**
- d) be prepared in the prescribed manner.**

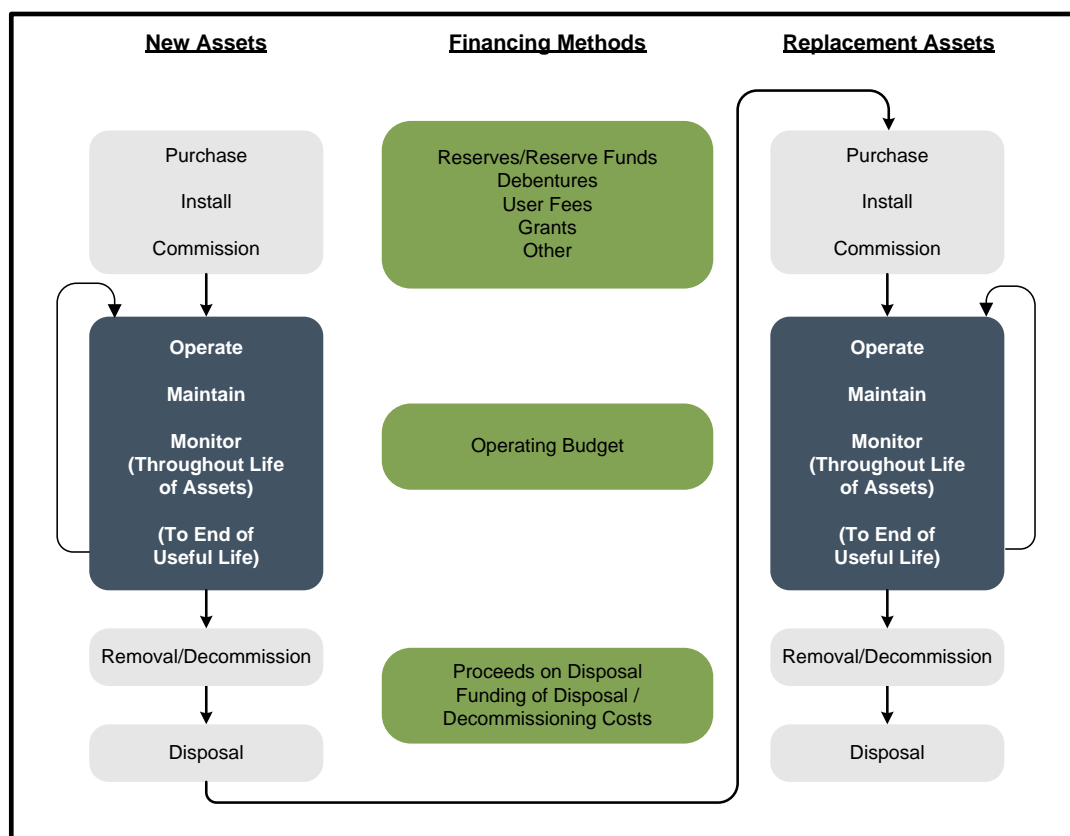
At a broad level, the A.M.P. provides for the long-term investment in an asset over its entire useful life along with the funding. The schematic below identifies the costs for an asset through its entire lifecycle. For growth-related works, the majority of capital costs will be funded by the D.C. Non-growth-related expenditures will then be funded from non-D.C. revenues as noted below. During the useful life of the asset, there will be minor maintenance costs to extend the life of the asset along with additional program related expenditures to provide the full services to the residents. At the end of the life of the asset, it will be replaced by non-D.C. financing sources.

In 2012, the Province developed Building Together: Guide for Municipal Asset Management Plans which outlines the key elements for an A.M.P., as follows:

**State of local infrastructure:** asset types, quantities, age, condition, financial accounting valuation and replacement cost valuation.

**Desired levels of service:** defines levels of service through performance measures and discusses any external trends or issues that may affect expected levels of service or the municipality's ability to meet them (for example, new accessibility standards, climate change impacts).





**Asset management strategy:** the asset management strategy is the set of planned actions that will seek to generate the desired levels of service in a sustainable way, while managing risk, at the lowest lifecycle cost.

**Financing strategy:** having a financial plan is critical for putting an A.M.P. into action. By having a strong financial plan, municipalities can also demonstrate that they have made a concerted effort to integrate the A.M.P. with financial planning and municipal budgeting, and are making full use of all available infrastructure financing tools.

### Non-Transit Services

The above provides for the general approach to be considered by Ontario municipalities. At this time, there is not a mandated approach for municipalities hence leaving discretion to individual municipalities as to how they plan for the long-term replacement of their assets. In recognition to the above schematic, the following table (presented in 2022\$) 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 has 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 2022 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 \$31.9 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 \$23.4 million. This amount, totalled with the existing operating revenues of \$86.5 million, provides annual revenues of \$110.0 million by the end of the period.
6. In consideration of the above, the capital plan is deemed to be financially sustainable.



Table F-1  
Asset Management – Future Expenditures and Associated Revenues (2022\$)

Description	2036 (Total)
<b>Expenditures (Annualized)</b>	
Annual Debt Payment on Non-Growth Related Capital	\$3,279,826
Annual Debt Payment on Post Period Capital <sup>1</sup>	\$331,118
Annual Lifecycle - Municipal-wide Services	<b>\$8,418,021</b>
<b>Incremental Operating Costs (for D.C. Services)</b>	\$19,842,634
<b>Total Expenditures</b>	<b>\$31,871,599</b>
<b>Revenue (Annualized)</b>	
Total Existing Revenue <sup>4</sup>	\$86,485,648
Incremental Tax and Non-Tax Revenue (User Fees, Fines, Licences, etc.)	\$23,413,776
<b>Total Revenues</b>	<b>\$109,899,424</b>

<sup>1</sup> Interim Debt Financing for Post Period Benefit

<sup>2</sup> As per Sch. 10 of 2020 FIR

### **Transit Services**

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

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

Provided in Table I-2 are the individual items prescribed by subsection 8(3) of the Regulation (as amended), which are addressed in the following sections.



Table F-2  
Transit Services D.C. Background Study A.M.P. Requirements

<b>Ontario Regulation 82/98, as amended Subsection 8(3) Requirements</b>	
1.	A section that sets out the state of local infrastructure and that sets out, <ol style="list-style-type: none"><li>the types of assets and their quantity or extent,</li><li>the financial accounting valuation and replacement cost valuation for all assets,</li><li>the asset age distribution and asset age as a proportion of expected useful life for all assets, and</li><li>the asset condition based on standard engineering practices for all assets.</li></ol>
2.	A section that sets out the proposed level of service and that, <ol style="list-style-type: none"><li>defines the proposed level of service through timeframes and performance measures,</li><li>discusses any external trends or issues that may affect the proposed level of service or the municipality's ability to meet it, and</li><li>shows current performance relative to the targets set out.</li></ol>
3.	An asset management strategy that, <ol style="list-style-type: none"><li>sets out planned actions that will enable the assets to provide the proposed level of service in a sustainable way, while managing risk, at the lowest life cycle cost,<ol style="list-style-type: none"><li>is based on an assessment of potential options to achieve the proposed level of service, which assessment compares,<ol style="list-style-type: none"><li>life cycle costs,</li><li>all other relevant direct and indirect costs and benefits, and</li><li>the risks associated with the potential options,</li></ol></li></ol></li><li>contains a summary of, in relation to achieving the proposed level of service,<ol style="list-style-type: none"><li>non-infrastructure solutions,</li><li>maintenance activities,</li><li>renewal and rehabilitation activities,</li><li>replacement activities,</li><li>disposal activities, and</li><li>expansion activities,</li></ol></li><li>discusses the procurement measures that are intended to achieve the proposed level of service, and</li><li>includes an overview of the risks associated with the strategy and any actions that will be taken in response to those risks.</li></ol>
4.	A financial strategy that, <ol style="list-style-type: none"><li>shows the yearly expenditure forecasts that are proposed to achieve the proposed level of service, categorized by,<ol style="list-style-type: none"><li>non-infrastructure solutions,</li><li>maintenance activities,</li><li>renewal and rehabilitation activities,</li><li>replacement activities,</li><li>disposal activities, and</li></ol></li></ol>



**Ontario Regulation 82/98, as amended  
Subsection 8(3) Requirements**

- F. expansion activities,
  - ii. provides actual expenditures in respect of the categories set out in sub-subparagraphs i A to F from the previous two years, if available, for comparison purposes,
  - iii. gives a breakdown of yearly revenues by source,
  - iv. discusses key assumptions and alternative scenarios where appropriate, and
  - v. identifies any funding shortfall relative to financial requirements that cannot be eliminated by revising service levels, asset management or financing strategies, and discusses the impact of the shortfall and how the impact will be managed. O. Reg. 428/15, s. 4.

**State of Local Infrastructure**

The Town currently owns and manages capital assets for the provision of Transit Services including facilities, equipment, bus shelters, and fleet. Provided in Table I-3 is a high-level summary of the transit assets, useful life estimates, age, and 2022\$ replacement cost, where data is readily available. Asset valuations have been provided from staff estimates. In total, transit assets (excluding land) within the Town have a replacement value of approximately \$2.9 million.

Table F-3  
Asset Inventory and Valuation

Asset	Quantity	Useful Life (Years)	Asset Age	Replacement Cost
Accessible Bus	2	7	6.5	\$780,000
Accessible Van	7	7	3.1	\$2,100,800
<b>Total</b>				<b>\$2,880,800</b>

Asset age and useful life data have been provided by the Town. Summarized in Table I-4 is the distribution of total asset replacement value by the percentage of estimated useful life consumed. Based on the distribution of replacement value, 96% of the transit assets have consumed less than 75% of their respective useful lives, with the rest being at or near the end of their expected useful life. This is reflective of the recent acquisition or replacement of the majority of the fleet and relatively short lifespan of transit vehicles.



Table F-4  
Distribution of Asset Value by Percentage of Useful Life Consumed

Asset	0% - 25%	25% - 50%	50% - 75%	75% - 100%
Accessible Bus	\$0	\$0	\$780,000	\$0
Accessible Van	\$390,000	\$1,170,000	\$390,000	\$150,800
<b>Total Replacement Cost</b>	<b>\$390,000</b>	<b>\$1,170,000</b>	<b>\$1,170,000</b>	<b>\$150,800</b>
<b>% of Total Asset Replacement Value</b>	<b>14%</b>	<b>41%</b>	<b>41%</b>	<b>5%</b>

### **Levels of Service**

A level of service (L.O.S.) analysis gives the Town an opportunity to document the L.O.S. that is currently being provided and compare with the L.O.S. that is expected. This can be done through a review of current practices and procedures, an examination of trends or issues facing the Town, or through an analysis of performance measures and targets that staff can use to measure performance.

Expected L.O.S. can be impacted by a number of factors, including:

- Legislative requirements;
- Strategic planning goals and objectives;
- Resident expectations;
- Council or Town staff expectations; and
- Financial or resource constraints.

The previous task of determining the state of the Town's Transit asset infrastructure establishes the asset inventory and condition (based on useful life), to guide the refinement and upkeep of asset infrastructure. It is important to document an expected L.O.S. that is realistic to the Town. It is common to strive for the highest L.O.S., however, these service levels usually come at a cost.

The Town's Transit Service Strategy and Specialized Transit Plan contains the Town's planned level of service. Moreover, they identified the Town's target ridership per capita. This target was set at 17.31 by 2028. Through discussions with staff, it was determined that the Town was maintaining the target at 17.31 ridership per capita although the timing would be achieved in 2032.



## ***Asset Management Strategy***

The asset management strategy provides the recommended course of actions required to deliver the expected L.O.S. discussed in the previous section in a sustainable fashion. The course of actions, when combined together, form a long-term forecast that includes:

- a) Non-infrastructure solutions: reduce costs and/or extend expected useful life estimates;
- b) Maintenance activities: regularly scheduled activities to maintain existing useful life levels, or repairs needed due to unplanned events;
- c) Renewal/Rehabilitation: significant repairs or maintenance planned to increase the useful life of assets;
- d) Replacement/Disposal: complete disposal and replacement of assets, when renewal or rehabilitation is no longer an option; and
- e) Expansion: given planned growth as outlined in Chapter 3.

The planned level of service includes non-infrastructure solutions such as expanded hours of operation and updated fare strategies and implementation of additional routes. Infrastructure solutions to meet the planned level of service include increasing the number of transit vehicles, and facility expansions. This planned level of service will result in both operating and capital budget impacts over the forecast period. This has to be taken into consideration with the objective of increasing ridership while mitigating risk.

The Transit Service Strategy and Specialized Transit Plan recommended the following service improvements and fare strategies to move towards the planned level of service.

### 1. Service Improvement

- Introduce universal access and expanded fixed route service
- Modify service structure
- Purchase 8-metre floor cut-away style transit buses

### 2. Fare Strategies

- Increase fares to a level that matches the average fare of the Town's peer group
- Initiate discussions with Metrolinx regarding potential use of PRESTO



The Town has already implemented some of the measures and will further move towards the planned level of service through the introduction of a new route and purchase of additional infrastructure over the 10-year period.

Table F-5 presents the annual lifecycle costs for the transit service assets based on the recommended actions described above. A fundamental approach to calculating the cost of using a capital asset and for the provision of the revenue required when the time comes to retire and replace it is the “sinking fund method”. This method first estimates the future value of the asset at the time of replacement, by inflating the current value of the asset at an assumed annual capital inflation rate. A calculation is then performed to determine annual contributions which, when invested in a reserve fund, will grow with interest to a balance equal to the future replacement cost. The contributions are calculated such that they also increase annually with inflation.

Table F-5  
Annual Lifecycle Cost

Asset	Annual Lifecycle Cost
Transit Assets	\$982,691

As the majority of assets employed in the delivery of transit services to the public are fleet, the prevailing risk to the Town of not setting aside funds to pay for the lifecycle costs of its assets would mean running buses for longer than their useful life. This would mean that the Town would not be meeting its expected L.O.S. of replacing assets before their useful life is consumed, and could also mean fewer available buses as potential increased break-downs occur and increased operating costs to maintain an older fleet.

It is recommended that the Town’s procurement policies and procedures be reviewed and compared against procurement best practices to ensure resources are being allocated in an efficient manner to meet the A.M.P. strategy.

### ***Financing Strategy***

The financing strategy outlines the suggested financial approach to fund the recommended asset management strategy outlined above. This section of the asset management plan includes:





- Annual expenditure forecast broken down by:
  - Maintenance/non-infrastructure solutions;
  - Renewal/rehabilitation/replacement activities;
  - Disposal activities; and
  - Expansion activities.
- A breakdown of annual funding/revenue by source.

Table F-6 details the financing strategy forecast, which is presented in 2022\$. Maintenance/non-infrastructure solutions consist of operating costs per revenue service hours based on the estimates contained in the Transit Service Strategy. These costs were increased by the growth rate of the revenue services hours to reflect increases in maintenance costs that arise from the increase in service.

Renewal/rehabilitation/replacement activity expenditures are consistent with the lifecycle costs of existing transit assets and disposal activities have been assumed to bear no additional cost to the Town. Expansion activities are the gross capital costs of capital projects identified in Section 5.1.1.

The funding sources included in the financing strategy consist of dependable and known sources that can be relied upon during the forecast period. Passenger revenues consist of transit fares, which have been increased annually to account for the growth in ridership detailed in Section 5.1.1. Transfers from the D.C. Reserve Fund have been included for the infrastructure costs included in the Transit D.C. calculation. Additionally, other operating revenues (e.g. advertising) and Gas Tax revenues and any anticipated grants have been included as a stable source of funding for transit.

The forecast indicates that there are funding shortfalls over the 10-year forecast period. These shortfalls could be offset through transfers from the tax levy, which is a major funding source for the overall transit budget. As presented in Table F-1, the incremental costs for non-transit assets are \$19.8 million compared to \$110.0 million in revenue implying the Town would have sufficient revenues to fund the funding shortfalls. Furthermore, it is recommended that the Town pursue grant funding from the provincial and federal governments to fund its transit services. Based on the discussion above, the capital plan is deemed to be financially sustainable.



Table F-6  
Financing Strategy

Description	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2031
<b>Expenditures</b>											
Maintenance/Non-Infrastructure Solutions	\$1,481,633	\$1,488,170	\$1,494,707	\$5,833,027	\$5,970,712	\$6,108,396	\$7,628,758	\$7,804,818	\$7,980,879	\$8,156,939	\$8,333,000
Renewal/Rehabilitation/Replacement Activities	\$427,839	\$435,176	\$448,286	\$506,460	\$574,693	\$602,357	\$630,564	\$776,874	\$912,695	\$937,659	\$938,685
Disposal Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Expansion Activities	\$340,000	\$190,000	\$1,030,000	\$1,530,000	\$990,000	\$1,895,000	\$10,235,000	\$3,100,000	\$490,000	\$25,000	\$25,000
<b>Total Expenditures</b>	<b>\$2,249,472</b>	<b>\$2,113,346</b>	<b>\$2,972,993</b>	<b>\$7,869,487</b>	<b>\$7,535,405</b>	<b>\$8,605,754</b>	<b>\$18,494,322</b>	<b>\$11,681,693</b>	<b>\$9,383,574</b>	<b>\$9,119,599</b>	<b>\$9,296,685</b>
<b>Financing</b>											
Transit Revenues	\$308,000	\$309,724	\$311,448	\$1,455,650	\$1,491,963	\$1,528,276	\$1,929,261	\$1,975,696	\$2,022,131	\$2,068,565	\$2,115,000
Taxation/General Revenues and Recoveries	\$1,005,972	\$1,005,972	\$1,005,972	\$1,005,972	\$1,005,972	\$1,005,972	\$1,005,972	\$1,005,972	\$1,005,972	\$1,005,972	\$1,005,972
Grants	\$600,232	\$617,691	\$632,387	\$751,006	\$669,274	\$687,717	\$706,161	\$724,604	\$743,048	\$761,491	\$779,935
D.C. Reserve Fund	\$74,368	\$39,653	\$232,200	\$278,325	\$388,000	\$473,400	\$2,553,400	\$758,800	\$113,000	\$6,200	\$6,200
<b>Total Financing</b>	<b>\$1,988,572</b>	<b>\$1,973,040</b>	<b>\$2,182,007</b>	<b>\$3,490,952</b>	<b>\$3,555,209</b>	<b>\$3,695,366</b>	<b>\$6,194,794</b>	<b>\$4,465,072</b>	<b>\$3,884,150</b>	<b>\$3,842,228</b>	<b>\$3,907,107</b>
<b>Funding Shortfall/(Surplus)</b>	<b>\$260,900</b>	<b>\$140,306</b>	<b>\$790,986</b>	<b>\$4,378,535</b>	<b>\$3,980,196</b>	<b>\$4,910,388</b>	<b>\$12,299,528</b>	<b>\$7,216,621</b>	<b>\$5,499,424</b>	<b>\$5,277,370</b>	<b>\$5,389,579</b>



# Appendix G

## Draft D.C. By-law



## BY-LAW NO. 2022-XXXX

### **A By-law to Establish Development Charges for the Town of Halton Hills and to repeal By-law Number 2017-0049.**

**WHEREAS** section 2 (1) of the *Development Charges Act, 1997*, S.O. 1997, c. 27, as amended (the “*Act*”) provides that the council of a municipality may pass By-laws for the imposition of Development Charges against land for increased Capital Costs required because of the need for Services arising from Development in the area to which the By-law applies;

**AND WHEREAS** the Council of the Corporation of the Town of Halton Hills (the “Town”) has given Notice in accordance with section 12 of the *Act* of its intention to pass a By-law under section 2 of the *Act*;

**AND WHEREAS** the Council of the Town has heard all persons who applied to be heard, no matter whether in objection to, or in support of, the Development Charge proposal at a public meeting held on May 2, 2022;

**AND WHEREAS** the Council of the Town had before it a report entitled Development Charge Background Study dated April 15, 2022, prepared by Watson & Associates Economists Ltd., wherein it is indicated that the Development of any land within the Town will increase the need for Services as defined herein;

**AND WHEREAS** the Council of the Town has indicated its intent that the future excess capacity identified in the Study shall be paid for by the Development Charges or other similar charges;

**AND WHEREAS** the Council of the Town on July 4, 2022, approved the Development Charge Background Study, dated April 15, 2022, in which certain recommendations were made relating to the establishment of a Development Charge policy for the Town pursuant to the *Act*, thereby determining that no further public meetings were required under section 12 of the *Act*.

**NOW, THEREFORE, BE IT RESOLVED THAT THE COUNCIL OF THE CORPORATION OF THE TOWN OF HALTON HILLS ENACTS AS FOLLOWS:**



## **DEFINITIONS**

### **1. In this by-law,**

- (1) **“Act”** means the *Development Charges Act, 1997*, S.O. 1997, c. 27, as amended;
- (2) **“Accessory Use”** means a use of land, Building or structures which is incidental and subordinate to the principal use of the lands and Buildings;
- (3) **“Agricultural,”** when used to describe a use or Development means a use or Development that is a bona fide farming operation including, notwithstanding the generality of the foregoing, greenhouses which are not connected to Regional water and wastewater services, sod farms and breeding and boarding of horses including barns, silos and other ancillary Development to such Agricultural Development but excluding any residential, commercial, industrial, or retail Development and does not include cannabis production facilities;
- (4) **“Air-supported Structure”** means a structure consisting of a pliable membrane that achieves and maintains its shape and support by internal air pressure;
- (5) **“Apartment Dwelling”** means a Building containing more than one Dwelling Unit where the units are connected by an interior corridor. Notwithstanding the foregoing, an Apartment Dwelling includes a Stacked Townhouse Dwelling or a Back-to-back Townhouse Dwelling that is developed on a block approved for Development at a minimum density of sixty (60) units per net hectare pursuant to plans and drawings approved under section 41 of the *Planning Act*;
- (6) **“Back-to-back Townhouse Dwelling”** means a Building containing four or more Dwelling Units separated vertically by a common wall, including a rear common wall, that do not have rear yards;



- (7) “**Bedroom**” means a habitable room of at least seven (7) square metres, including a den, study, loft, or other similar area, but does not include a living room, dining room, kitchen, or other space;
- (8) “**Board of Education**” means a board defined in subsection 1 (1) of the *Education Act*, R.S.O. 1990, c. E.2, as amended;
- (9) “**Building Code Act**” means the *Building Code Act, 1992*, S.O. 1992, c. 23 as amended;
- (10) “**Building**” means a permanent enclosed structure occupying an area greater than ten square metres (10 m<sup>2</sup>) and, notwithstanding the generality of the foregoing, includes, but is not limited to:
- (a) An above-grade storage tank;
  - (b) An air-supported structure;
  - (c) An industrial tent;
  - (d) A roof-like structure over a gas-bar or service station; and
  - (e) An area attached to and ancillary to a retail Development delineated by one or more walls or part walls, a roof-like structure, or any one or more of them;
- (11) “**Cannabis**” means:
- (a) a cannabis plant;
  - (b) any part of a cannabis plant, including the phytocannabinoids produced by, or found in, such a plant regardless of whether that part has been processed or not;
  - (c) any substance or mixture of substances that contains or has on it any part of such a plant; and



- (d) any substance that is identical to any phytocannabinoid produced by, or found in, such a plant, regardless of how the substance was obtained;
- (12) **"Cannabis plant"** means a plant that belongs to the genus Cannabis;
- (13) **"Cannabis Production Facilities"** means a building, or part thereof, designed, used, or intended to be used for one or more of the following: growing, production, processing, harvesting, testing, alteration, destruction, storage, packaging, shipment, or distribution of cannabis where a license, permit or authorization has been issued under applicable federal law and does include, but is not limited to such buildings as a greenhouse and agricultural building associated with the use. It does not include a building or part thereof solely designed, used, or intended to be used for retail sales of cannabis;
- (14) **"Capital Cost"** means costs incurred or proposed to be incurred by the Town or a Local Board thereof directly or by others on behalf of and as authorized by the Town 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, lease, construct or improve facilities including (but not limited to),
    - (i) rolling stock with an estimated useful life of seven years or more,
    - (ii) furniture and equipment other than computer equipment;  
and



- (iii) materials acquired for circulation, reference or information purposes by a library board as defined in the *Public Libraries Act*, R.S.O. 1990 c. P.44, as amended
  - (e) to undertake studies in connection with any of the matters referred to in clauses (a) to (d),
  - (f) to complete the Development Charge background study under section 10 of the *Act*, and
  - (g) interest on money borrowed to pay for costs in (a) to (d).
- (15) “**Charitable Dwelling**” means a part of a residential building or a part of the residential portion of a mixed-use building maintained and operated by a corporation approved under the *Long-Term Care Homes Act, 2007*, S.O. 2007, c.8, as amended or successor legislation as a home or joint home, an institution, or nursing home for persons requiring residential, specialized or group care and includes a children’s residence under the *Child and Family Services Act*, R.S.O. 1990, c. C.11, as amended or successor legislation, and a home for special care under the *Homes for Special Care Act*, R.S.O. 1990, c. H.12, as amended or successor legislation;
- (16) “**Council**” means the Council of the Corporation of the Town of Halton Hills;
- (17) “**Correctional group home**” means a residential building or the residential portion of a mixed-use building containing a single housekeeping unit supervised on a twenty-four (24) hour basis on site by agency staff on a shift rotation basis, and funded wholly or in part by any government or its agency, or by public subscription or donation, or by any combination thereof, and licensed, approved or supervised by the Ministry of Correctional Services as a detention or correctional facility under any general or special act as amended or successor legislation. A correctional group home may contain an office provided that the office is used only for the operation of the correctional group home in which it is located;





- (18) **“Development”** means the construction, erection or placing of one or more Buildings on land or the making of an addition or alteration to a Building that has the effect of increasing the size thereof, and includes Redevelopment;
- (19) **“Development Charge”** means a charge imposed pursuant to this by-law;
- (20) **“Dwelling Unit”** means a room or suite of rooms used, or designed or intended for use by, one person or persons living together, in which culinary and sanitary facilities are provided for the exclusive use of such person or persons, except in the case of a Special Care/Special Need Dwelling, as defined in this By-law, in which case a Dwelling Unit shall mean a room or suite of rooms designated for Residential occupancy with or without exclusive sanitary and/or culinary facilities;
- (21) **“Farm Building”** means that part of a farming operation encompassing barns, silos and other Accessory Use to a bona fide Agricultural use or “value add” buildings of a commercial or retail nature for the farming operation or farm help quarters for the farming operation workers but excluding a Residential use;
- (22) **“Grade”** means the average level of finished ground adjoining a Building or structure at all exterior walls;
- (23) **“Gross Floor Area”** means the Total Floor Area, measured from the outside of exterior walls, or between the outside of exterior walls and the centre line of party walls dividing the Building from another Building, of all floors above Grade, and,
- (a) includes the area of a Mezzanine; and
  - (b) excludes those areas used exclusively for parking garages or parking structures; and



- (c) where the building has only one wall or does not have any walls, the total floor area shall be the total of the areas directly beneath any roof-like structure of the building;
- (24) **“Group home”** means a residential building or the residential portion of a mixed-use building containing a single housekeeping unit which may or may not be supervised on a twenty-four (24) hour basis on site by agency staff on a shift rotation basis, and funded wholly or in part by any government or its agency, or by public subscription or donation, or by any combination thereof and licensed, approved or supervised by the Province of Ontario for the accommodation of persons under any general or special act as amended or successor legislation;
- (25) **“Hospice”** means a building or portion of a mixed-use building designed and intended to provide palliative care and emotional support to the terminally ill in a home or homelike setting so that the quality of life is maintained, and family members may be active participants in care;
- (26) **“Industrial,”** when used to describe a use or Development, means a use or Development used for, or in connection with,
- (a) manufacturing, producing, processing, storing or distributing something;
  - (b) research or development in connection with manufacturing, producing or processing something;
  - (c) retail sales by a manufacturer, producer or processor of something they manufactured, produced or processed, if the retail sales are at the site where the manufacturing, production, or processing takes place;
  - (d) office or administrative purposes, if they are,
    - (i) carried out with respect to manufacturing, producing, processing, storage or distributing of something, and



- (ii) in or attached to the Building or structure used for that manufacturing, producing, processing, storage or distribution;
  - (e) does not include self-storage facilities or retail warehouses;
- (27) **“Institutional”** means development of a building or structure intended for use:
  - (a) as a long-term care home within the meaning of subsection 2 (1) of the *Long-Term Care Homes Act, 2007*;
  - (b) as a retirement home within the meaning of subsection 2 (1) of the *Retirement Homes Act, 2010*;
  - (c) by any institution of the following post-secondary institutions for the objects of the institution:
    - (i) a university in Ontario that receives direct, regular and ongoing operation funding from the Government of Ontario;
    - (ii) a college or university federated or affiliated with a university described in subclause (i); or
    - (iii) an Indigenous Institute prescribed for the purposes of section 6 of the *Indigenous Institute Act, 2017*;
  - (d) as a memorial home, clubhouse or athletic grounds by an Ontario branch of the Royal Canadian Legion; or
  - (e) as a hospice to provide end of life care;
- (28) **“Local Board”** means a municipal service board, public utility commission, transportation commission, public library board, board of park management, board of health, police services board, 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 of



one or more municipalities or parts thereof, other than a board defined in section 1 (1) of the *Education Act* and a conservation authority;

- (29) **“Lot Coverage”** means the Total Floor Area compared with the total lot area;
- (30) **“Mezzanine”** means an intermediate floor assembly between the floor and ceiling of any room or storey and includes an interior balcony;
- (31) **“Mobile Home”** means any dwelling that is designed to be made mobile, and constructed or manufactured to provide a permanent residence for one or more persons, but does not include a travel trailer or tent trailer otherwise designed, as long as no building permit or foundation permit is required. A Mobile Home is classified as a Multiple Dwelling for the purposes of this By-law;
- (32) **“Multiple Dwelling”** includes all dwellings other than a Single Detached Dwelling, a Semi-detached Dwelling, an Apartment Dwelling, and a Special Care/Special Need Dwelling and includes a Mobile Home;
- (33) **“Non-Industrial”** when used to describe a use or Development, means a use or Development consisting of land, Buildings or structures, or portions thereof, used, or designed or intended for a use other than as a Residential Development or Industrial Development;
- (34) **“Non-profit housing development”** means development of a building or structure intended for use as residential premises by:
  - (a) a corporation to which the *Not-for-Profit Corporations Act, 2010* applies, that is in good standing under that Act and whose primary objective is to provide housing;
  - (b) a corporation without share capital to which the *Canada Not-for-profit Corporations Act* applies, that is in good standing under that Act and whose primary objective is to provide housing; or



- (c) a non-profit housing co-operative that is in good standing under the *Co-operative Corporations Act*;
- (35) **“Non-Residential”** when used to describe a use or Development, means a use or Development consisting of land, Buildings or structures, or portions thereof, used, or designed or intended for a use other than as a Residential Development;
- (36) **“Non-Retail Development”** means any non-residential development which is not a retail development, and shall include offices that are not part of a retail development;
- (37) **“Official Plan”** means the Official Plan of the Town and any amendments thereto;
- (38) **“Owner”** means the owner of land or a person who has made application for an approval of the Development of land upon which a Development Charge is imposed;
- (39) **“Place of Worship”** means any Building or part thereof that is exempt from taxation as a place of worship pursuant to paragraph 3 of section 3 of the *Assessment Act*, R.S.O. 1990, c. A.31, as amended or successor legislation;
- (40) **“Planning Act”** means the *Planning Act*, R.S.O. 1990, c. P.13, as amended;
- (41) **“Public Hospital”** means a Building or structure, or part of a Building or structure, that is defined as a hospital under the *Public Hospitals Act*, R.S.O. 1990 c. P.40, as amended;
- (42) **“Redevelopment”** means the construction, erection or placing of one or more Buildings on land where all or part of a Building on such land has previously been demolished, or changing the use of all or part of a Building from a Residential purpose to a Non-residential purpose or from a Non-residential purpose to a Residential purpose, or changing all or part of a Building from one form of Residential Development to



another form of Residential Development or from one form of Non-residential Development to another form of Non-residential Development;

- (43) **“Regulation”** means any regulation made pursuant to the *Act*;
- (44) **“Rental housing”** means development of a building or structure with four or more dwelling units all of which are intended for use as rented residential premises;
- (45) **“Residential,”** when used to describe a use or Development, means a use or Development consisting of land, Buildings or structures, or portions thereof, used, or designed or intended for use as a home or residence for one or more individuals, and shall include a Single Detached Dwelling, a Semi-detached Dwelling, a Multiple Dwelling, an Apartment Dwelling, a Special Care/Special Need Dwelling, and the residential portion of a mixed-use Building or structure;
- (46) **“Retail”** means lands, buildings, structures or any portions thereof, used, designed or intended to be used for the sale, lease or rental or offer for sale, lease or rental of any manner of goods, commodities, services or entertainment to the public, for consumption or use, whether directly or through membership, but shall exclude commercial, industrial, hotels/motels, as well as offices not located within or as part of a retail development, and self-storage facilities;
- (47) **“Retail development”** means a development of land or buildings which are designed or intended for retail;
- (48) **“Seasonal structure”** means a building placed or constructed on land and used, designed or intended for use for a non-residential purpose during a single season of the year where such building is designed to be easily demolished or removed from the land at the end of the season;



- (49) **“Semi-detached Dwelling”** means a Building, or part of a Building, divided vertically into two Dwelling Units each of which has a separate entrance and access to Grade;
- (50) **“Services”** means those services designated in Schedule “A” to this By- law;
- (51) **“Single Detached Dwelling”** means a completely detached Building containing only one Dwelling Unit;
- (52) **“Special Care/Special Need Dwelling”** means a Building, or part of a Building:
- (a) containing two or more Dwelling Units which units have a common entrance from street level;
  - (b) where the occupants have the right to use, in common with other occupants, halls, stairs, yards, common rooms and accessory Buildings;
  - (c) that is designed to accommodate persons with specific needs, including but not limited to, independent permanent living arrangements; and
  - (d) where support services, such as meal preparation, grocery shopping, laundry, housekeeping, nursing, respite care and attendant services are provided at any one or more various levels;
- and includes, but is not limited to, retirement homes or lodges, charitable dwellings, group homes (including correctional group homes) and hospices;
- (53) **“Stacked Townhouse Dwelling”** means a Building, or part of a Building, containing two or more Dwelling Units where each Dwelling Unit is separated horizontally and/or vertically from another Dwelling Unit by a common wall;



- (54) **“Total Floor Area”:**
- (a) includes the sum of the total areas of the floors in a Building whether at, above or below grade, measured:
    - (i) between the exterior faces of the exterior walls of the Building;
    - (ii) from the centre line of a common wall separating two uses; or
    - (iii) from the outside edge of a floor where the outside edge of the floor does not meet an exterior or common wall; and
  - (b) includes the area of a Mezzanine;
  - (c) excludes those areas used exclusively for parking garages or structures; and
  - (d) where a Building has only one wall or does not have any walls, the Total Floor Area shall be the total of the area directly beneath any roof-like structure of the Building;
- (55) **“Temporary Non-Residential Unit”** means a Building or structure, or part of a Building or structure, that is used for Non-residential purposes for a limited period of time up to a maximum of three (3) years, and includes, but is not limited to, a sales trailer, an office trailer and an Industrial tent, provided it meets the criteria in this definition; and
- (56) **“Temporary Residential Unit”** means a Building or structure, or part of a Building or structure, used for Residential purposes for a limited period of time up to a maximum of three (3) years.





## **SCHEDULE OF DEVELOPMENT CHARGES**

2.

- (1) Subject to the provisions of this By-law, the Development Charge relating to Services shall be determined in accordance with the following:
  - (a) Council hereby determines that the Development or Redevelopment of land, Buildings or structures for Residential and Non-residential uses will require the provision, enlargement or expansion of the Services referenced in Schedule “A”; and
  - (b) In the case of Residential Development, or the Residential portion of a mixed-use Development, the Development Charge shall be the sum of the products of:
    - (i) the number of Dwelling Units of each type, multiplied by,
    - (ii) the corresponding total dollar amount for such Dwelling Unit as set out in Schedule “B”,further adjusted by section 15; and
  - (c) In the case of Industrial Development, or the Industrial portion of a mixed-use Development, the Development Charge shall be the sum of the products of:
    - (i) the Total Floor Area of the Industrial Development or portion, multiplied by,
    - (ii) the corresponding total dollar amount per square foot of Total Floor Area as set out in Schedule “B”,further adjusted by section 15; and
  - (d) In the case of Non-Industrial Development, or the Non-Industrial portion of a mixed-use Development, the Development Charge shall be the sum of the products of:



- (i) the Total Floor Area of such Development multiplied by,
- (ii) the corresponding total dollar amount per square foot of Total Floor Area as set out in Schedule “B”,

further adjusted by section 15; and

- (e) In the case of Non-residential Development, or the Non-residential portion of a mixed-use Development, the Development Charges may be reduced based on the amount of Lot Coverage as follows:

- (i) the current applicable Development Charge rate shall be applied if Total Floor Area of the Non-residential portion of the Development is less than or equal to one (1) times the lot area,
- (ii) 50% of the current applicable Development Charge rate shall be applied to the portion of the Total Floor Area of the Non-residential portion of the Development that is greater than one (1) times the lot area and less than or equal to one and one-half (1.5) times the lot area,
- (iii) 25% of the current applicable Development Charge rate shall be applied to the portion of the Total Floor Area of the Non-residential portion of the Development that is greater than one and one-half (1.5) times the lot area,

further adjusted by section 15.

### **APPLICABLE LANDS**

3.

- (1) Subject to the exceptions and exemptions described in the following subsections, this By-law applies to all lands in the Town, whether or not the land or use is exempt from taxation under section 3 of the *Assessment Act*, R.S.O. 1990, c.A.31 as amended.



- (2) This By-law shall not apply to land that is owned by and used for the purposes of:
- (a) a Board of Education;
  - (b) any municipality or Local Board thereof;
  - (c) a Place of Worship and land used in connection therewith, if exempt from taxation under section 3 of the *Assessment Act*, R.S.O. 1990, c. A31, as amended;
  - (d) a Public Hospital;
  - (e) a Non-residential Building in connection with an Agricultural use including “farm help quarters” for farming operation workers and farm storage structures;
  - (f) a conservation authority;
  - (g) seasonal structures.
- (3) Charities, non-profit, and not-for-profit organizations may apply to Council to seek relief from Development Charges if they meet the following criteria:
- (a) the Building must be used for the exclusive or intended use of the organization;
  - (b) the organization must have a valid registration number;
  - (c) the organization must have been in existence for a period of at least three (3) years immediately prior to the application;
  - (d) the organization must be willing to sign an undertaking under seal agreeing that it will pay the Development Charges if the property ownership is transferred to a non-charitable organization within three (3) years of the date of the building



permit issuance, unless the transfer is part of the agreed-upon business or purpose of the organization; and

- (e) the use of the Building must be directly related to the core business or purpose of the organization.
- (4) Development Charges are not payable in respect of a Temporary Residential Unit where the Owner signs an undertaking under seal to remove the structure within three (3) years after the date of issuance of the building permit.
- (5) Development Charges are not payable in respect of a Temporary Non-Residential Unit where the Owner signs an undertaking under seal to remove the structure within three (3) years after the date of building permit issuance.
- (6) This By-law shall not apply to that category of exempt Development described in section 2 (3) of the *Act* and section 2 of O. Reg. 82/98, as amended, namely:
- (a) the enlargement to an existing residential dwelling unit;
  - (b) the creation of a maximum of two additional dwelling units in an existing single detached dwelling or structure ancillary to such dwelling. The total gross floor area of the additional dwelling unit or units must be less than or equal to the gross floor area of the dwelling unit already in the existing residential building/dwelling;
  - (c) the creation of additional dwelling units equal to the greater of one or 1% of the existing dwelling units in an existing residential rental building containing four or more dwelling units or within a structure ancillary to such residential building;
  - (d) the creation of one additional dwelling unit in any other existing residential building/dwelling or within a structure ancillary to such residential building/dwelling. The gross floor area of the additional dwelling unit must be less than or equal to the gross



floor area of the dwelling unit already in the existing residential building/dwelling; or

- (e) the creation of a second dwelling unit in prescribed classes of proposed new residential buildings, including structures ancillary to dwellings, subject to the following restrictions:

Item	Name of Class of Proposed New Residential Buildings	Description of Class of Proposed New Residential Buildings	Restrictions
1.	Proposed new detached dwellings	Proposed new residential buildings that would not be attached to other buildings and that are permitted to contain a second dwelling unit, that being either of the two dwelling units, if the units have the same gross floor area, or the smaller of the dwelling units.	<p>The proposed new detached dwelling must only contain two dwelling units.</p> <p>The proposed new detached dwelling must be located on a parcel of land on which no other detached dwelling, semi-detached dwelling or row dwelling would be located.</p>
2.	Proposed new semi-detached dwellings or row dwellings	Proposed new residential buildings that would have one or two vertical walls, but no other parts, attached to other buildings and that are permitted to contain a second dwelling unit, that being either of the two dwelling units, if the units have the same gross floor area, or the smaller of the dwelling units.	<p>The proposed new semi-detached dwelling or row dwelling must only contain two dwelling units.</p> <p>The proposed new semi-detached dwelling or row dwelling must be located on a parcel of land on which no other detached dwelling, semi-detached dwelling or row dwelling would be located.</p>
3.	Proposed new residential buildings that would be ancillary to a proposed new detached dwelling, semi-detached dwelling or row dwelling	Proposed new residential buildings that would be ancillary to a proposed new detached dwelling, semi-detached dwelling or row dwelling and that are permitted to contain a single dwelling unit.	<p>The proposed new detached dwelling, semi-detached dwelling or row dwelling, to which the proposed new residential building would be ancillary, must only contain one dwelling unit.</p> <p>The gross floor area of the dwelling unit in the proposed new residential building must be equal to or less than the gross floor area of the detached dwelling, semi-detached dwelling or row dwelling to which the proposed new residential building is ancillary.</p>

- (f) Notwithstanding subsection (6) (a), Development Charges shall be imposed, calculated and collected in accordance with this By-law where the total Gross Floor Area of the additional Dwelling Units is greater than the total Gross Floor Area of the existing Single Detached Dwelling Unit;



- (g) Notwithstanding section (6) (b), Development Charges shall be imposed, calculated and collected in accordance with this By-law where the additional Dwelling Unit has a Residential Gross Floor Area greater than, the Residential Gross Floor Area of the smallest existing Dwelling Unit.
- (7) The exemptions and exceptions respecting Industrial Development that are described in section 4 of the *Act* also apply under this By-law, namely:
- (a) If the Gross Floor Area of an existing Industrial Building is enlarged by 50 percent or less the Development Charge in respect of the enlargement is zero;
  - (b) If the Gross Floor Area of an existing Industrial Building is enlarged by more than 50 percent, the amount of the Development Charge in respect of the enlargement shall be determined as follows:
    - (i) determine the amount by which the enlargement exceeds 50 percent of the Gross Floor Area before the enlargement;
    - (ii) divide the amount determined in (i) by the amount of the enlargement; and
    - (iii) multiply the Development Charge otherwise payable without reference to this section by the fraction determined in (ii).
  - (c) THAT for greater certainty in applying the exemption in this section, the total 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 area 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 the Regulation. 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.

- (d) 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.
  - (e) Despite paragraph (d), self-service storage facilities and retail warehouses are not considered to be industrial buildings.
  - (f) The exemption for an existing industrial building provided by this section shall be applied to a maximum of fifty percent (50%) of the total floor area before the first enlargement for which an exemption from the payment of development charges was granted pursuant to this By-law or any previous development charges by-law of the municipality made pursuant to the *Act*, as amended or its predecessor legislation.
- (8) This By-law shall not apply to the enlargement of the Gross Floor Area of an existing Industrial Building located on general employment lands in Georgetown or Acton areas, as defined in Schedule “C” and Schedule “D”, that has been in operation for a period of more than five (5) years immediately prior to the application respecting the enlargement.
- (a) For greater certainty in applying the exemption in section 4 (8), the existing industrial building must have been under the same ownership for a period of more than five (5) years immediately prior to the application respecting the enlargement.



## **RULES WITH RESPECT TO TEMPORARY UNITS**

4.

- (1) Notwithstanding any other provision of this By-law, a temporary unit shall be exempt at the time the building permit is issued for such building from the payment of development charges under this By-law provided that:
  - (a) prior to the issuance of the building permit for the temporary building, the owner shall have:
    - (i) entered into an agreement with the Town under section 27 of the *Act* in a form and having a content satisfactory to the Town's Treasurer or designate agreeing to pay the development charges otherwise payable under this By-law in respect of the temporary building if, within three (3) years of building permit issuance or any extension permitted in writing by the Town's Treasurer or designate, the owner has not provided to the Town evidence, to the satisfaction of the Town's Treasurer or designate, that the temporary building was demolished or removed from the lands within three (3) years of building permit issuance or any extension herein provided; and
    - (ii) provided to the Town securities in the form of a certified cheque, bank draft or a letter of credit acceptable to the Town's Treasurer or designate in the full amount of the development charges otherwise payable under this By-law as security for the owner's obligations under the agreement described in clause (a) (i) and subsection (c).
  - (b) Within three (3) years of building permit issuance or any extension granted in accordance with the provisions in clause (a) (i), the owner shall provide to the Town evidence, to the satisfaction of the Town's Treasurer or designate, that the temporary unit was demolished or removed from the lands within





three (3) years of building permit issuance or any extension herein provided, whereupon the Town shall return the securities provided pursuant to clause (a) (ii) without interest.

- (c) If the owner does not provide satisfactory evidence of the demolition or removal of the temporary unit in accordance with subsection (b), the temporary unit shall be deemed conclusively not to be a temporary unit for the purposes of this By-law and the Town shall, without prior notification to the owner, draw upon the securities provided pursuant to clause (a) (ii) and transfer the amount so drawn into the appropriate development charges reserve funds.
- (d) The timely provision of satisfactory evidence of the demolition or removal of the temporary building in accordance with subsection (b) shall be solely the owner's responsibility.

## **APPROVAL FOR DEVELOPMENT**

5.

- (1) Development charges shall be imposed on all lands, buildings or structures that are developed for residential or non-residential uses if the development requires:
  - (a) the passing of a zoning by-law or an amendment thereto under section 34 of the *Planning Act*,
  - (b) the approval of a minor variance under section 45 of the *Planning Act*,
  - (c) a conveyance of land to which a by-law passed under section 50 (7) of the *Planning Act* applies;
  - (d) the approval of a plan of subdivision under section 51 of the *Planning Act*,
  - (e) a consent under section 53 of the *Planning Act*,



- (f) the approval of a description under section 9 of the *Condominium Act, 1998*, S.O. 1998, c. 19, as amended; or
  - (g) the issuing of a permit under the *Building Code Act*, in relation to a Building or structure.
- (2) Where a Development requires an approval described in section 5 (1) after the issuance of a building permit and no Development Charge has been paid, then the Development Charge shall be paid prior to the granting of the approval required under section 5 (1).
- (3) If a Development does not require a building permit but does require one or more of the approvals described in section 5 (1), then, notwithstanding section 9, the Development Charge shall nonetheless be payable in respect of any increased, additional or different Development permitted by any such approval that is required for the increased, additional or different Development.

### **LOCAL SERVICE INSTALLATION**

6. Nothing in this By-law prevents Council from requiring, as a condition of an agreement under section 51 or 53 of the *Planning Act*, that the Owner, at his or her own expense, shall install or pay for such local Services, as Council may require.

### **MULTIPLE CHARGES**

- 7.
- (1) Where two or more of the actions described in section 5 (1) are required before land to which a Development Charge applies can be developed, only one Development Charge shall be calculated and collected in accordance with the provisions of this By-law.
  - (2) Notwithstanding section 7 (1), if two or more of the actions described in section 5 (1) occur at different times, and if the subsequent action has the effect of increasing the need for municipal Services as set out in Schedule "A", an additional Development Charge based on the number



of any additional Residential units and on any increased Non-residential Total Floor Area, shall be calculated and collected in accordance with the provisions of this By-law.

### **SERVICES IN LIEU**

8.
  - (1) Council may authorize an Owner, through an agreement under section 38 of the *Act*, to substitute such part of the Development Charge applicable to the Owner's Development as may be specified in the agreement, by the provision at the sole expense of the Owner, of Services in lieu. Such agreement shall further specify that, where the Owner provides Services in lieu in accordance with the agreement, Council shall give to the Owner a credit against the Development Charge in accordance with the provisions of the agreement and the provisions of section 39 of the *Act*, equal to the reasonable cost to the Owner of providing the Services in lieu. In no case shall the agreement provide for a credit which exceeds the total Development Charge payable by an Owner to the municipality in respect of the Development to which the agreement relates.
  - (2) In any agreement under section 8 (1), Council may also give a further credit to the Owner equal to the reasonable cost of providing Services in addition to, or of a greater size or capacity, than would be required under this By-law.
  - (3) The credit provided for in section 8 (2) shall not be charged to any Development Charge reserve fund.

### **DEMOLITION CREDITS FOR REDEVELOPMENT OF LAND**

9. Where, as a result of the Redevelopment of land, a Building or structure existing on the land was, or is to be, demolished, in whole or in part:
  - (1) Subject to subsection (5) below, a credit shall be allowed against the Development Charge otherwise payable pursuant to this By-law, provided that where a demolition permit has been issued and has not



been revoked, a building permit must be issued for the Redevelopment within five (5) years from the date the demolition permit was issued;

- (2) The credit shall be calculated:
  - (a) in the case of the demolition of a Building, or a part of a Building, used for a Residential purpose, by multiplying the number and type of Dwelling Units demolished by the relevant Development Charge in effect under this By-law on the date when the Development Charge with respect to the Redevelopment is payable pursuant to this By-law; or
  - (b) in the case of the demolition of a Building, or part of a Building, used for a Non-residential purpose, by multiplying the Non-residential Total Floor Area demolished, by the relevant Development Charge in effect under this By-law on the date when the Development Charge with respect to the Redevelopment is payable pursuant to this By-law;
- (3) No credit shall be allowed where the demolished Building or part thereof would have been an exception under, or exempt pursuant to, this By-law;
- (4) Where the amount of any credit pursuant to this section exceeds, in total, the amount of the Development Charge otherwise payable under this By-law with respect to the Redevelopment, the excess credit shall be reduced to zero and shall not be carried forward unless the carrying forward of such excess credit is expressly permitted by a phasing plan for the Redevelopment that is acceptable to the Town's Commissioner of Corporate Services or designate; and
- (5) Notwithstanding subsection 9(1) above, where the Building cannot be demolished until the new Building has been erected, the Owner shall notify the Town in writing and pay the applicable Development Charge for the new Building in full and, if the existing Building is demolished not later than twelve (12) months from the date a building permit is issued for the new Building, the Town shall provide a refund calculated in



accordance with this section to the Owner without interest. If more than twelve (12) months is required to demolish the existing Building, the Owner may make a written request to the Town, and the Town's Director of Corporate Services and Treasurer or designate, in his or her sole and absolute discretion and upon such terms and conditions as he or she considers necessary or appropriate, may extend the time in which the existing Building must be demolished, and such decision shall be made prior to the issuance of the first building permit for the new Building.

### **CONVERSION CREDITS FOR REDEVELOPMENT OF LAND**

10. Where, as a result of the Redevelopment of land, a Building or Structure existing on the land was, or is to be, converted from one principal use to another principal use on the same land:
  - (1) A credit shall be allowed against the Development Charge otherwise payable under this By-law;
  - (2) The credit shall be calculated:
    - (a) In the case of the conversion of a Building or part of a Building used for a Residential purpose, by multiplying the number and type of Dwelling Units being converted by the relevant Development Charge in effect under this By-law on the date when the Development Charge with respect to the Redevelopment is payable pursuant to this By-law; or
    - (b) In the case of the conversion of a Building, or part of a Building, used for a Non-residential purpose, by multiplying the Non-residential Total Floor Area being converted by the relevant Development Charge in effect under this By-law on the date when the Development Charges with respect to the Redevelopment are payable pursuant to this By-law;



- (3) No credit shall be allowed where the Building, or part thereof, prior to conversion would have been an exception under, or exempt pursuant to this By-law;
- (4) Where the amount of any credit pursuant to this section exceeds, in total, the amount of the Development Charges otherwise payable under this By-law with respect to the Redevelopment, the excess credit shall be reduced to zero and shall not be carried forward unless the carrying forward of such excess credit is expressly permitted by a phasing plan for the Redevelopment that is acceptable to the Town's Treasurer or designate; and
- (5) Notwithstanding subsections (1) to (4) above, no credit shall be allowed where the building or part thereof prior to conversion would have been exempt pursuant to this By-law or any predecessor thereof.

### **TIMING OF CALCULATION AND PAYMENT**

11.

- (1) A Development Charge shall be calculated and payable in full in money or by provision of Services as may be agreed upon, or by credit granted pursuant to the *Act* or this By-law, on the date a building permit is issued in relation to a Building or structure on land to which a Development Charge applies unless a "Conditional" Building Permit is issued in which case the Development Charges should be calculated and payable when the conditions to the Building Permit have been satisfied.
- (2) Where a Development Charge applies to land in relation to which a building permit is required, the building permit shall not be issued until the Development Charge has been paid in full unless it is a "Conditional" Building Permit in which case the Development Charges shall be paid when the conditions are satisfied.
- (3) Notwithstanding subsections (1) and (2), development charges for rental housing and institutional developments are due and payable in 6 installments commencing with the first installment payable on the date



of occupancy, and each subsequent installment, including interest, payable on the anniversary date each year thereafter.

- (4) Notwithstanding subsections (1) and (2), development charges for non-profit housing developments are due and payable in 21 installments commencing with the first installment payable on the date of first occupancy, and each subsequent installment, including interest, payable on the anniversary date each year thereafter.
- (5) Where the development of land results from the approval of a Site Plan or Zoning By-law Amendment made on or after January 1, 2020, and the approval of the application occurred within 2 years of building permit issuance, the development charges under subsections 11 (1), 11 (2), 11 (3), and 11 (4) shall be calculated based on the rates set out.
- (6) Payment of a Development Charge may be deferred subject to terms and conditions set out by Town Policy.

### **DEVELOPMENT NOT AS REFERENCED IN BUILDING PERMIT**

12.

- (1) Where a building permit is obtained and development charges are paid, but the actual development or redevelopment which is completed is (a) less total floor area than what had been planned and paid for, or (b) a different type of residential use than originally planned, or (c) has fewer dwelling units than originally planned and paid for, then a refund for the excess of the development charges paid over the development charges which would have been payable for the actual development or redevelopment which was completed is only payable if:
  - (a) A new building permit is obtained reflecting the actual development or redevelopment; and
  - (b) the application for such new building permit is filed within five (5) years of the issuance of the initial building permit.



- (2) Any such refund which may be payable pursuant to subsection 12 (1) above by the municipality shall be paid without interest.

### **RESERVE FUNDS**

13.

- (1) Monies received from payment of Development Charges shall be maintained in a separate reserve fund for each service and class of service sub-categories set out in Schedule “A”.
- (2) Monies received for the payment of Development Charges shall be used only in accordance with the provisions of section 35 of the *Act*.
- (3) Council directs the Town’s Treasurer to divide the reserve funds created hereunder into separate sub-accounts in accordance with the Service and class of service sub-categories set out in Schedule “A” to which the Development Charge payments, together with interest earned thereon, shall be credited.
- (4) Where any Development Charge, or part thereof, remains unpaid after the due date, the amount unpaid shall be added to the tax roll for the property on which the Development or Redevelopment occurred and shall be collected in the same manner as taxes.
- (5) Where any unpaid Development Charges are collected as taxes under section 13 (4), the monies so collected shall be credited to the Development Charge reserve funds referred to in section 13 (1).
- (6) The Town’s Treasurer shall in each year, furnish to Council a statement in respect of the reserve funds established hereunder for the prior year, containing the information set out in section 12 of O. Reg. 82/98.

### **BY-LAW AMENDMENT OR REPEAL**

14.

- (1) Where this By-law or any Development Charge prescribed hereunder is amended or repealed either by order of the Ontario Land Tribunal or by





resolution of Council, the Town Treasurer shall calculate forthwith the amount of any overpayment to be refunded as a result of said amendment or repeal.

- (2) Refunds that are required to be paid under section 15 (1) shall be paid with interest to be calculated as follows:
  - (a) Interest shall be calculated from the date on which the overpayment was collected to the date on which the refund is paid;
  - (b) The Bank of Canada interest rate in effect on the date of enactment of this By-law shall be used.
- (3) Refunds that are required to be paid under section 14 (1) shall include the interest owed under this section.

### **BY-LAW INDEXING**

15. The Development Charges set out in Schedule “B” to this By-law shall be adjusted annually on April 1, without amendment to this By-law, in accordance with the prescribed index as set out in paragraph 10 of Subsection 5(1) of the Act, and O.Reg 82/98.

### **BY-LAW ADMINISTRATION**

16. This By-law shall be administered by the Town’s Treasurer.

### **SCHEDULES TO THE BY-LAW**

17. The following Schedules to this By-law form an integral part of this By-law:

Schedule A – Schedule of Municipal Services

Schedule B – Schedule of Development Charges

Schedule C – Map of Acton General Employment Area

Schedule D – Map of Georgetown General Employment Area



### **SEVERABILITY**

18. In the event any provision or part thereof, of this By-law is found, by a court of competent jurisdiction, to be void, voidable, unenforceable or *ultra vires*, such provision, or part thereof, shall be deemed to be severed, and the remaining portion of such provision and all other provisions of this By-law shall remain in full force and effect.

### **HEADINGS FOR REFERENCE ONLY**

19. The headings inserted in this By-law are for convenience of reference only and shall not affect the construction or interpretation of this By-law.

### **DATE BY-LAW EFFECTIVE**

20. This By-law shall come into force and effect on September 1, 2022.

### **SHORT TITLE**

21. This By-law may be cited as the “Town of Halton Hills Development Charge By-law, 2022.”

### **REPEAL**

22. By-law No. 2017-0049 and By-law No. 2017-0073 are hereby repealed effective on the date this By-law comes into force.

BY-LAW read and passed by the Council for the Town of Halton Hills, this 4th day of July 2022.

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**MAYOR – RICK BONNETTE**

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**CLERK – VALERIE PETRYNIAK**



## **SCHEDULE “A”**

### **DESIGNATED MUNICIPAL SERVICES/CLASS OF SERVICES UNDER THIS BY-LAW**

#### Services

1. Transportation Services
2. Fire Protection Services
3. Transit Services
4. Recreation and Parks Services
5. Library Services
6. Stormwater Management Services

#### Class of Service

1. Growth-Related Studies

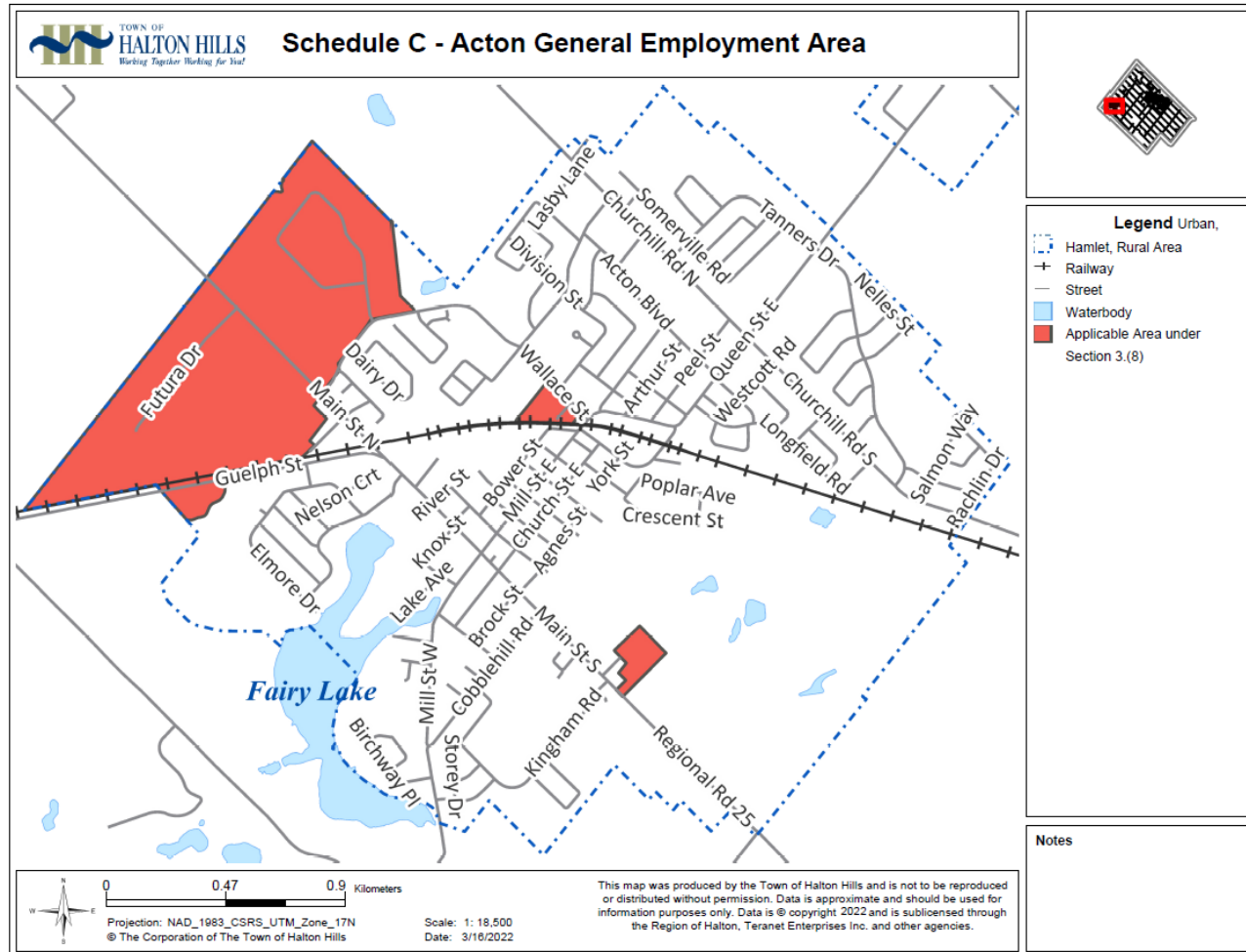


Schedule "B"  
Schedule of Development Charges

Service/Class of Service	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL	NON-RESIDENTIAL	NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Multiples – 3 Bedrooms +	Multiples – Less than 3 Bedrooms	Apartments – 2 Bedrooms +	Apartments – Bachelor and 1 Bedroom	Special Care/Special Dwelling Units	Industrial (per m <sup>2</sup> of Gross Floor Area)	Non-Industrial (per m <sup>2</sup> of Gross Floor Area)
Transportation Services	\$9,519	\$6,695	\$4,500	\$4,910	\$3,620	\$2,988	\$21.72	\$70.83
Fire Protection Services	\$1,321	\$929	\$624	\$681	\$502	\$414	\$3.01	\$9.83
Transit Services	\$540	\$380	\$255	\$279	\$206	\$170	\$1.12	\$3.70
Recreation and Parks Services	\$17,908	\$12,594	\$8,466	\$9,238	\$6,811	\$5,620	\$6.58	\$6.58
Library Services	\$2,269	\$1,596	\$1,073	\$1,170	\$863	\$712	\$0.83	\$0.83
Stormwater Management Services	\$86	\$60	\$41	\$44	\$33	\$27	\$0.20	\$0.64
Growth-Related Studies	\$427	\$300	\$202	\$220	\$162	\$134	\$0.97	\$3.17
<b>Total Municipal Wide Services/Class of Services</b>	<b>\$32,070</b>	<b>\$22,554</b>	<b>\$15,161</b>	<b>\$16,542</b>	<b>\$12,197</b>	<b>\$10,065</b>	<b>\$34.44</b>	<b>\$95.59</b>



## SCHEDULE "C" Map of Acton General Employment Area





## Schedule "D" Map of Georgetown General Employment Area

