

Addendum to:

**Town of Halton Hills
2017 Development Charges
Background Study**

August 18, 2017



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 **Planning for growth**

Summary of Revisions made to June 23, 2017 Development Charges Background Study

1. Background

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

- June 23, 2017 – Release of the D.C. Background Study;
- July 10, 2017 – Public Meeting; and
- August 28, 2017 – Anticipated passage of D.C. By-law.

The purpose of this addendum to the June 23, 2017 D.C. Background Study is to provide for refinements to the background information in the study and to the calculation of the charge. The refinements are detailed in the subsequent sections of this report, and will form part of the D.C. Background Study for Council's consideration and approval prior to adoption of the D.C. By-law.

2. Discussion

Subsequent to the issuance of the June 23, 2017 D.C. Background Study, and statutory public meeting on July 10, 2017, further review from Town staff and consideration of information presented by the public has resulted in necessary refinements to D.C. Background Study, and draft D.C. By-Law. These refinements include:

- revisions to the 2017 D.C. reserve fund balances to account for non-statutory D.C. exemptions granted by the Town between 2012-2016;
- revisions to Library and Recreation and Parks Services post period benefit/ineligible level of service deductions resulting from revisions to 2017 D.C. reserve fund balances;
- additional growth-related capital projects to be included in the anticipated capital needs for Administration Services;
- changes to the titling, gross capital cost estimate, and benefit to existing development allocation of the "Georgetown Expansion Lane Secondary Plan" project within the Administration Services capital program;

- revised project numbering within the Recreation and Parks Service capital program;
- updated capital cost estimates for Transportation Services project #48 (Eighth line-Steeles to 15 Side Road Construction (8.3 km)) and #99 (15 Side Road & Belmont Blvd. (West Intersection));
- updates to the potential D.C. recoverable costs for Transportation Services projects #73-76 to reflect the Town's cost share obligation for boundary roads; and
- revisions to the local service policy regarding interim servicing measures.

The following subsections summarize the necessary changes.

2.1 D.C. Reserve Fund Balances

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. As such, uncommitted reserve fund balances were applied to forecast D.C. eligible capital costs.

Through the public consultation process and discussions with Town staff, reserve fund balances have been adjusted to reflect non-statutory exemptions granted during the term of the previous D.C. By-Law. These exemptions totalled \$69,815 for the period, including interest foregone. Table 2-1 summarizes the updated D.C. reserve fund balances from the 2017 D.C. Background Study and as applied in the revised D.C. calculations herein.

**Table 2-1
Dec 31, 2016 Adjusted D.C. Reserve Fund Balances**

Service	As at Dec 31, 2016	Non-Statutory Exemptions	Total
Transportation	3,069,019	25,950	3,094,969
Fire Services	2,167	4,141	6,308
Transit Services	-	-	-
Parking Services	508,186	1,165	509,351
Recreation and Parks	(271,977)	28,499	(243,478)
Library Services	(30,926)	4,477	(26,449)
Administration	309,526	2,062	311,588
Stormwater Management	1,737,150	3,521	1,740,671
Total	5,323,145	69,815	5,392,960

2.2 Library Services and Recreation and Parks Services Post Period Benefit/Ineligible Level of Service Deductions

Within the capital program for Library Services and Recreation and Parks Services, deductions for post period benefit/ineligible level of service were made so that the increase in need for service did not exceed the historic level of service calculated in Appendix B.

Because of the adjustment to D.C. reserve fund balances detailed in subsection 2.1 of this addendum, a corresponding reduction to the post period benefit/ineligible level of service deductions for Library Services and Recreation and Parks Services has been made.

Because the level of service ceiling is assessed prior to the 10% statutory deduction being made for D.C. soft services in the D.C. calculation methodology, the changes described above result in a decrease in the potential D.C. eligible costs of \$447 for Library Services and \$2,849 for Recreation and Parks Services.

2.3 Administration Services

Refinements are required to the Administration Services capital program to reflect additional growth-related studies that have been identified and revisions to a project already identified.

The 2017 D.C. Background Study included a gross capital cost estimate of \$5.49 million for Administration Services over the 2017-2026 forecast period. \$2.56 million of the gross capital costs was included in the calculation of the charge as D.C. recoverable capital costs.

Subsequent to the public meeting, two additional growth-related studies have been identified over the 2017-2026 forecast period that were not included in the 2017 D.C. Background Study. These projects will add an additional \$150,000 to the total gross capital cost estimate as follows:

- Town Transit Study (2019) - \$50,000.
- Employment Lands Needs Study (2018) - \$100,000

After deducting \$37,500 for the benefit to existing development and the statutory 10% deduction (Employment Lands Needs Study only), the addition of these projects will add \$112,500 to the maximum D.C. eligible amount over the 10-year forecast period.

It has also been identified through discussions with staff and public consultation, that project #31 (Georgetown Expansion Lane Secondary Plan) requires revisions. The titling of this project is changed to "Vision Georgetown Secondary Plan" and the gross capital cost estimate has been updated from \$1,000,000 to \$1,387,000. This project has been front-ended by developers and as per the conditions of the agreement, the benefit to existing deduction has been revised to 0%. The revisions for this project result in an increase in the potential D.C. eligible capital costs of \$798,300.

2.4 Recreation and Parks Service

Project #17 (Property Acquisition) within the Recreation and Parks Services capital program is included for the need to acquire lands for future indoor recreation facilities and is currently included under the "Outdoor Recreation" sub-heading within the capital program. For clarity, this project is moved to the "Indoor Recreation" section of the capital program listing and the numbering of all subsequent projects in the capital program have been adjusted.

2.5 Transportation Services

It has been identified that the gross capital cost estimate for Transportation Services projects #48 (Eighth line-Steeles to 15 Side Road Construction (8.3 km)) and #99 (15 Side Road & Belmont Blvd. (West Intersection)) need to be updated and that the funding of projects #73-76 must be revised to reflect anticipated contributions from the County of Wellington for improvements to a boundary road.

Project #48 (Eighth line-Steeles to 15 Side Road Construction (8.3 km)) was included in the 2017 D.C. Background Study reflective of future growth related improvements that will be confirmed through the EA process. The current estimate allows for improvements to a two-lane urban cross section. The gross cost estimate of \$10,375,000 has been increased to \$16,830,000 to reflect the anticipated scope of the works (i.e. 4-lane urban cross section from 15 Side Road to 10 Side Road and rural cross section from 10 Side Road to Steeles). This change results in an increase to the potential D.C. recoverable costs of \$6,133,250.

Project #99 (15 Side Road & Belmont Blvd. (West Intersection)) is for future traffic signalization at the identified intersection. The cost estimate in the 2017 D.C. Background Study is \$1.4 million. This cost estimate has been reduced to \$280,000 to be consistent with the estimates used for other signalizations within the Transportation Services capital program. The total D.C. recoverable costs for this project are reduced by \$896,000 from \$1,120,000 to \$224,000.

Projects #73-76 relate to 32 Side Road from Trafalgar Road to Crewsons Line. This road segment is a boundary road for the Town of Halton Hills, with the County of Wellington and Town of Erin. As such, the Town of Halton Hills will be responsible for 50% of the gross capital costs identified. \$2,161,250 of the growth-related capital costs have been deducted from the potential D.C. recoverable costs to reflect the anticipated funding of these projects.

The impact of the revisions described in this section is to increase the potential D.C. recoverable costs for Transportation Services by \$3,075,000.

2.6 Local Service Policy

The local service policy included in the D.C. Background Study as Appendix F, has been amended to provide further clarity regarding the criteria for infrastructure that is included in the D.C. Background Study as a D.C. eligible capital cost, versus infrastructure that is considered as a local service and a direct developer responsibility.

To provide clarity on the treatment of interim Transportation Services servicing measures constructed by landowners prior to the construction of the ultimate road cross section, Section A – Services Related to a Highway has been amended to include the following provision:

“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.”

2.7 Impacts on the Calculated D.C.

The refinements presented in subsections 2.1 through 2.5 impact the calculated D.C.s with the D.C. Background Study. Table 2-2 summarizes the amended schedule of charges based on the revisions provided herein.

**Table 2-2
Calculated Schedule of D.C.s**

Service	RESIDENTIAL (\$)						NON-RESIDENTIAL (\$)	
	Single and Semi-Detached Dwelling	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Multiples - 3 Bedrooms +	Multiples - Less than 3 Bedrooms	Special Care/Special Dwelling Units	Industrial (per m ² of Gross Floor Area)	Non-Industrial (per m ² of Gross Floor Area)
Municipal Wide Services:								
Transportation	5,840	2,853	2,131	4,716	3,424	1,678	14.03	47.68
Fire Services	442	216	161	357	259	127	1.06	3.61
Transit Services	16	8	6	13	9	4	0.04	0.13
Parking Services	44	22	16	36	26	13	0.11	0.38
Recreation and Parks	7,621	3,723	2,781	6,154	4,468	2,190	2.33	2.33
Library Services	1,010	494	369	816	592	290	0.31	0.31
Administration	390	191	143	315	229	112	0.96	3.56
Stormwater Management	177	86	65	143	104	51	0.45	1.52
Total Municipal Wide Services	15,542	7,593	5,672	12,550	9,111	4,465	19.30	59.52

The amended schedule of charges would impose a charge of \$15,542/unit for single and semi-detached dwelling units, \$19.30/m² of gross floor area for industrial development and \$59.52/m² of gross floor area for non-industrial development.

Table 2-3 compares the June 23, 2017 D.C. Background Study calculated rates with the amended D.C. rates presented in Table 2-2. The comparison is provided for single detached residential dwelling units and per square metre of industrial and non-industrial non-residential gross floor area. The revisions contained herein would increase the total D.C. payable for single detached residential dwelling units by \$330. The non-residential D.C. would increase by \$0.81 and \$2.75 per m² of industrial and non-industrial gross floor area, respectively.

**Table 2-3
Comparison of Calculated D.C.s**

Service	Residential (Single Detached)		Non-Residential (Industrial per m ²)		Non-Residential (Non-Industrial per m ²)	
	June 23, 2017 D.C. Background Study	Amended	June 23, 2017 D.C. Background Study	Amended	June 23, 2017 D.C. Background Study	Amended
Municipal Wide Services:						
Transportation	5,613	5,840	13.49	14.03	45.83	47.68
Fire Services	443	442	1.06	1.06	3.61	3.61
Transit Services	16	16	0.04	0.04	0.13	0.13
Parking Services	45	44	0.11	0.11	0.38	0.38
Recreation and Parks	7,622	7,621	2.33	2.33	2.33	2.33
Library Services	1,011	1,010	0.31	0.31	0.31	0.31
Administration	285	390	0.70	0.96	2.66	3.56
Stormwater Management	177	177	0.45	0.45	1.52	1.52
Total Municipal Wide Services	15,212	15,542	18.49	19.30	56.78	59.52

3. Changes to the Background Report

Based on the foregoing, the following revisions are made to the pages within the June 23, 2017 D.C. Background Study. Accordingly, the revised pages are appended to this report:

- Page 1-3 – Textual changes to reflect this addendum
- Pages 4-7 to 4-8 – Reissued to reflect changes described in section 2-1
- Pages 5-4 to 5-6 and 5-8 to 5-21 – Reissued to reflect changes described in sections 2-1 to 2-5
- Pages 6-2 to 6-3 – Updated tables updated to reflect newly calculated D.C.s.
- Page 7-6 – Textual changes to reflect this addendum
- Pages 8-7 to 8-16 – re-issued to reflect changes described in sections 2.1 to 2.5 and correct page numbering
- Appendix C – Reissued to reflect changes described in sections 2.1 to 2.5
- Page D-3 – Reissued to reflect changes described in section 2.5
- Appendix E – Updated draft D.C. by-law
- Appendix F- Reissued to reflect changes described in section 2.6

4. Process for Adoption of the D.C. By-law

The revisions provided herein form the basis for the D.C. by-law and will be incorporated into the D.C. Background Study to be provided to Council and the general public prior to Council's consideration and adoption of the proposed D.C. by-law on August 28, 2017.

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

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

Appendix A - Amended Pages

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

Process Steps	Dates
1. Project initiation meetings with Town Steering Committee	December 19, 2016
2. Data collection, staff interviews, methodology review, preparation of D.C. calculations	January – April, 2017
3. Preparation of draft D.C. background study and review of draft findings with D.C. Steering Committee	April 26, 2017
4. D.C. background study and proposed D.C. by-law available to public (60 days prior to by-law passage)	June 23, 2017
5. Statutory notice of Public Meeting advertisement placed in newspaper(s)	20 clear days prior to public meeting
6. Public Meeting of Council	July 10, 2017
7. Addendum to June 23, 2017 D.C. background study	August 18, 2017
8. Council considers adoption of D.C. background study and passage of by-law	August 28, 2017
9. Newspaper notice given of by-law passage	By 20 days after passage
10. Last day for by-law appeal	40 days after passage
11. Town makes available D.C. pamphlet	by 60 days after in force date

The Town currently has no outstanding credit obligations.

4.5 Eligible Debt and Committed Excess Capacity

Section 66 of the D.C.A., 1997 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.

The Town currently has outstanding debt payments for the growth-related portion of previously completed D.C. eligible works related to fire services, recreation and parks, and library services. Moreover, the Town has also funded completed D.C. works through internal non-D.C. sources that must be repaid with interest. These costs are included for fire services, parking services, recreation and parks, and library services.

4.6 Existing Reserve Funds

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 fund balances, by service, as at December 31, 2016 have been adjusted to reflect non-statutory D.C. exemptions that were granted over the 2012-2016 period and are presented in Table 4-2 below. These balances have been applied against future spending requirements for all services. Incomplete capital projects for which D.C. Reserve Fund balances have been committed have not been included in the capital needs identified in the D.C. Background Study.

Table 4-2
Town of Halton Hills
Adjusted D.C. Reserve Funds Balances (as at December 31, 2016)

Service	
Transportation	\$3,094,969
Fire Services	\$6,308
Transit Services	\$0
Parking Services	\$509,351
Recreation and Parks	(\$243,478)
Library Services	(\$26,449)
Administration	\$311,588
Stormwater Management	\$1,740,671
Total	\$5,392,960

4.7 Deductions

The D.C.A., 1997 potentially requires that five deductions be made to the increase in the need for service. These relate to:

13. the level of service ceiling;
14. uncommitted excess capacity;
15. benefit to existing development;
16. anticipated grants, subsidies and other contributions; and
17. a 10% reduction for certain services.

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

4.7.1 Reduction Required by Level of Service Ceiling

This is designed to ensure that the increase in need for services 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 Town 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."

Moreover, the D.C.A., 1997 does not require this historical level of service calculation for transit services. As per subsection 5.2(3) of the D.C.A., "...the estimate for the increase in the need for a prescribed service (i.e. transit services) shall not exceed the planned level of service over the 10-year period immediately following the preparation of

5.1.2 Parking Services

There are currently 469 municipal parking spaces within the Town. The average level of service over the 10-year historic period produced by this inventory is \$147 per agent (i.e. population and employees). When applied to the 10-year future growth, potential D.C. eligible costs of \$4.1 million are produced.

Past D.C. eligible projects for the parking services were interim financed from non-D.C. Town sources. In total, the net present value of the principal repayment of interim financing sources totalling \$820,000 has been included as potential D.C. eligible costs. After deducting \$509,000 for existing reserve fund balances, approximately \$310,000 has been included in the calculation of the D.C. The growth-related net capital costs have been apportioned between residential, industrial, and non-industrial development based on the increment of growth in population to employment over the forecast period (i.e. 64% residential 25% industrial, and 11% non-industrial).

5.1.3 Recreation and Parks

The Town currently maintains approximately 320 acres of active developed parkland and 176 acres of passive parkland within its jurisdiction and maintains 23.5 kilometres of recreational trails. The provision of parks services is enhanced through 16,500 amenity items (e.g. playground equipment). Furthermore, the Town utilizes 386,000 sq.ft. of recreation facility space in providing indoor recreation services. To assist in the provision of services through the aforementioned recreation facilities and parkland inventory, the Town utilizes 54 vehicle and equipment items. The Town's level of service over the historic 10-year period averaged \$2,725 per capita. In total, the maximum D.C.-eligible amount for Recreation and Parks Services over the 10-year forecast period is approximately \$49.0 million based on the established level of service standards.

The 10-year capital needs for recreation and parks to accommodate growth have a total gross capital cost of approximately \$103.1 million. These capital needs are comprised of future parkland and trail development, additional indoor recreation space needs, and additional parks maintenance vehicles. Moreover, the gross capital costs estimate includes \$18.8 million representative of the net present value of future principal debt payments for the Georgetown and Acton arenas and tennis court design and construction, as well as \$5.9 million for the net present value of future principal repayments of internal financing. Approximately \$243,000 has been added to the gross capital costs recognizing the existing reserve fund balance deficit position. Approximately \$6.0 million has been deducted to reflect the benefit to the existing of the

identified projects, and a further \$48.4 million has been deducted to account for development benefits post-2026. The statutory 10% deduction applicable for recreation and parks totals \$2.9 million, resulting in net growth-related capital costs for inclusion in the D.C. calculation of approximately \$46.0 million.

As the predominant users of parks and recreation 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.

5.1.4 Library Services

Library services are provided by the Town through the provision of approximately 41,400 sq.ft. of facility space and 160,000 library collection material items. The average level of service provided over the historical 10-year period based on this inventory is \$333 per capital. When applied to anticipated growth over the 2017-2026 period, the per capita level of service produces a maximum D.C. eligible amount for library services of \$6.0 million.

The gross capital cost included in the D.C. calculation for the 10-year forecast period is \$15.2 million. The capital cost estimates include a new library branch and associated collection materials in South Georgetown, additions to the existing library collection, as well as the net present value of future principal debt repayments (internal and external financing) of \$5.4 million. Deductions for the benefit to existing development total \$899,000. A further \$8.4 million has been deducted to reflect the benefits to development beyond the 10-year planning period. Furthermore, deductions of approximately \$306,000 for the required 10% statutory deduction have been applied. There is a current reserve fund deficit of \$26,000 for interim funding of prior D.C. eligible projects from other sources. The resulting net growth-related capital cost of \$5.7 million has been included in the D.C. calculation.

As the predominant users of library 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.

5.1.5 Administration

The D.C.A. permits the inclusion of studies undertaken to facilitate the completion of the Town's capital works program. The Town has made provision for the inclusion of new studies undertaken to facilitate future D.C. processes, as well as other studies which

benefit growth, including a Transit Service Strategy, Official Plan review, Library Strategic Plans, Secondary Plans, and a Recreation and Parks Strategic Plan Update.

The capital cost estimates for these studies total approximately \$6.0 million over the 10-year forecast period. A deduction of approximately \$312,000 has been applied for existing reserve fund balances and approximately \$1.6 million has been deducted in recognition of the benefits to the existing population. A further deduction of \$270,000 has been made recognizing anticipated contributions from the Region of Halton towards the growth-related costs. Applying the 10% statutory deduction, the net growth-related capital costs included in the charge totals approximately \$3.5 million.

These costs have been allocated 64% to residential development, and 36% to non-residential development (25% industrial and 11% non-industrial) based on the incremental growth in population to employment for the 10-year forecast period.

5.1.6 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 gross capital cost estimate for these needs over the 10-year planning period total \$3.2 million. After deducting approximately \$958,000 for benefits to the existing development and \$1.7 million for current reserve fund balances, the net D.C. eligible costs for inclusion in the calculation of the charge are approximately \$470,000.

Based on the incremental growth in population to employment, the net D.C.-eligible costs have been allocated 64% to residential, 25% to industrial and 11% to non-industrial development.

Infrastructure Costs Covered in the D.C. Calculation – Recreation and Parks

Prj.No	Increased Service Needs Attributable to Anticipated Development 2017-2026	Timing (year)	Gross Capital Cost Estimate (2017\$)	Post Period Benefit	Net Capital Cost	Less:		Subtotal	Less:	Potential DC Recoverable Cost		
						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development		Other (e.g. 10% Statutory Deduction)	Total	Residential Share 95%	Non-Residential Share 5%
Indoor Recreation												
1	Gellert Community Centre Phase 2 Design & Engineering	2017	1,000,000	396,286	603,714	-		603,714	60,371	543,342	516,175	27,167
2	Gellert Community Centre Phase 2 Construction	2018	15,200,000	6,023,551	9,176,449	-		9,176,449	917,645	8,258,804	7,845,864	412,940
3	Acton Youth Space Construction	2017	1,057,000	-	1,057,000	-		1,057,000	105,700	951,300	903,735	47,565
4	Facility Space Provision	2023	4,500,000	1,903,566	2,596,434	-		2,596,434	259,643	2,336,791	2,219,951	116,840
5	AIP Expansion	2019-2023	5,488,000	5,488,000	-	-		-	-	-	-	-
6	GIP Expansion	2019-2023	5,400,000	5,400,000	-	-		-	-	-	-	-
7	Community Centre (Vision Georgetown)	2023	5,000,000	5,000,000	-	-		-	-	-	-	-
8	Property Acquisition	2020	1,000,000	-	1,000,000	-		1,000,000	100,000	900,000	855,000	45,000
				-	-	-		-	-	-	-	-
Outdoor Recreation												
9	Upper Canada College Parkette	2017	230,000	-	230,000	-		230,000	23,000	207,000	196,650	10,350
10	Accessible Playground	2022	275,000	275,000	-	-		-	-	-	-	-
11	Barber Mill Park Ph 2	2022	95,000	95,000	-	-		-	-	-	-	-
12	Berton Blvd. Park Ph 2	2022	220,000	220,000	-	-		-	-	-	-	-
13	Maple Creek Park Ph 2	2018	250,000	-	250,000	-		250,000	25,000	225,000	213,750	11,250
14	Trafalgar Sports Park Ph 5B Stage 2	2017	1,752,742	-	1,752,742	-		1,752,742	175,274	1,577,467	1,498,594	78,873
15	Dominion Gardens Park Ph 3	2017	660,000	-	660,000	-		660,000	66,000	594,000	564,300	29,700
16	Miller Drive Park Ph 2	2017	190,000	190,000	-	-		-	-	-	-	-
17	Rennie St. Park Ph 2	2017	194,000	-	194,000	-		194,000	19,400	174,600	165,870	8,730
18	Trails System 2017	2017	208,000	-	208,000	-		208,000	20,800	187,200	177,840	9,360
19	Trails System 2018	2018	208,000	-	208,000	-		208,000	20,800	187,200	177,840	9,360
20	Trails System 2019	2019	208,000	-	208,000	-		208,000	20,800	187,200	177,840	9,360
21	Trails System 2020	2020	125,000	-	125,000	-		125,000	12,500	112,500	106,875	5,625
22	Trails System 2021	2021	26,000	-	26,000	-		26,000	2,600	23,400	22,230	1,170
23	Trails System 2022	2022	240,000	-	240,000	-		240,000	24,000	216,000	205,200	10,800
24	Trails System 2023	2023	260,000	-	260,000	-		260,000	26,000	234,000	222,300	11,700
25	Trails System 2024	2024	280,000	-	280,000	280,000		-	-	-	-	-
26	Trails System 2025	2025	300,000	-	300,000	300,000		-	-	-	-	-
27	Potential Community Partnership	2017	150,000	-	150,000	-		150,000	15,000	135,000	128,250	6,750
28	Trafalgar Sports Park Ph 6	2017	3,000,000	-	3,000,000	-		3,000,000	300,000	2,700,000	2,565,000	135,000
29	Trafalgar Sports Park Ph 7	2018	5,264,418	5,264,418	-	-		-	-	-	-	-
30	Trafalgar Sports Park Ph 8	2019	6,503,105	6,503,105	-	-		-	-	-	-	-

Infrastructure Costs Covered in the D.C. Calculation – Recreation and Parks (Cont'd)

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2017\$)	Post Period Benefit	Net Capital Cost	Less:		Subtotal	Less:	Potential DC Recoverable Cost		
						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development		Other (e.g. 10% Statutory Deduction)	Total	Residential Share	Non-Residential Share
	2017-2026											
31	Trafalgar Sports Park Ph 9	2020	1,981,899	1,981,899	-	-	-	-	-	-	-	-
32	Trafalgar Sports Park Ph 10	2021	1,803,837	1,803,837	-	-	-	-	-	-	-	-
33	Tennis Court New Facility	2019	600,000	600,000	-	-	-	-	-	-	-	-
34	Pick-up Truck	2020	60,000	-	60,000	-	-	60,000	6,000	54,000	51,300	2,700
35	Crew Cab with Trailer and Mowers	2021	90,000	-	90,000	-	-	90,000	9,000	81,000	76,950	4,050
36	Tolton Lands Redevelopment	2023	600,000	-	600,000	-	-	600,000	60,000	540,000	513,000	27,000
37	Tolton Park Design & Engineering	2023	100,000	-	100,000	-	-	100,000	10,000	90,000	85,500	4,500
38	Multipurpose Courts	2024	185,000	-	185,000	-	-	185,000	18,500	166,500	158,175	8,325
39	Potential Community Partnership	2023	104,000	-	104,000	-	-	104,000	10,400	93,600	88,920	4,680
40	TSP Action Sports Park	2024	500,000	500,000	-	-	-	-	-	-	-	-
41	Lion's Park (former Memorial Lands)	2020	450,000	-	450,000	-	-	450,000	45,000	405,000	384,750	20,250
42	Georgetown Sports Action Park	2018	760,000	-	760,000	-	-	760,000	76,000	684,000	649,800	34,200
43	Neighbourhood Level Skate Features	2018	78,000	-	78,000	-	-	78,000	7,800	70,200	66,690	3,510
44	Neighbourhood Level Skate Features	2020	60,000	-	60,000	-	-	60,000	6,000	54,000	51,300	2,700
45	Neighbourhood Level Skate Features	2023	70,000	70,000	-	-	-	-	-	-	-	-
46	Halton Hills Drive Park	2019	500,000	-	500,000	-	-	500,000	50,000	450,000	427,500	22,500
47	Vision Georgetown Parks - Neighborhood Park (NP #1)	2021	459,000	-	459,000	-	-	459,000	45,900	413,100	392,445	20,655
48	Vision Georgetown Parks - Parkette (PK #1)	2021	275,000	-	275,000	-	-	275,000	27,500	247,500	235,125	12,375
49	Vision Georgetown Parks - Parkette (PK #2)	2022	275,000	-	275,000	-	-	275,000	27,500	247,500	235,125	12,375
50	Vision Georgetown Parks - Parkette (PK #3)	2023	230,000	-	230,000	-	-	230,000	23,000	207,000	196,650	10,350
51	Vision Georgetown Parks - Neighborhood Park (NP #2)	2022	428,000	-	428,000	-	-	428,000	42,800	385,200	365,940	19,260
52	Vision Georgetown Parks - Community Park (CP #1)	2024	4,667,000	4,667,000	-	-	-	-	-	-	-	-
53	Vision Georgetown Parks - Parkette (PK #4)	2024	204,000	204,000	-	-	-	-	-	-	-	-
54	Vision Georgetown Parks - Neighborhood Park (NP #3)	2023	459,000	-	459,000	-	-	459,000	45,900	413,100	392,445	20,655
55	Vision Georgetown Parks - Parkette (PK #5)	2026	413,000	413,000	-	-	-	-	-	-	-	-
56	Vision Georgetown Parks - Neighborhood Park (NP #4)	2025	490,000	490,000	-	-	-	-	-	-	-	-
57	Vision Georgetown Parks - Neighborhood Park (NP #5)	2027	459,000	459,000	-	-	-	-	-	-	-	-
58	Vision Georgetown Parks - Parkette (PK #6)	2027	230,000	230,000	-	-	-	-	-	-	-	-
59	Vision Georgetown Parks - Parkette (PK #7)	2027	204,000	204,000	-	-	-	-	-	-	-	-
60	Lyndsey Court Park	2021	224,000	-	224,000	-	-	224,000	22,400	201,600	191,520	10,080
61	Georgetown South Community Park	2020	2,157,000	-	2,157,000	-	-	2,157,000	215,700	1,941,300	1,844,235	97,065

Infrastructure Costs Covered in the D.C. Calculation – Recreation and Parks (Cont'd)

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2017\$)	Post Period Benefit	Net Capital Cost	Less:		Subtotal	Less: Other (e.g. 10% Statutory Deduction)	Potential DC Recoverable Cost		
						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development			Total	Residential Share	Non-Residential Share
	2017-2026										95%	5%
				-	-	-		-	-	-	-	-
	Repayment of Existing Debt											
62	Tennis Court Design and Construction - Net Present Value of Future Debt Payments (Principal)	2017-2021	301,036	-	301,036	30,104		270,932		270,932	257,386	13,547
63	Georgetown Twin Pad Design - Net Present Value of Future Debt Payments (Principal)	2017-2022	326,728	-	326,728	32,673		294,055		294,055	279,352	14,703
64	Georgetown Twin Pad Construction - Net Present Value of Future Debt Payments (Principal)	2017-2023	8,409,111	-	8,409,111	4,372,738		4,036,373		4,036,373	3,834,555	201,819
65	Acton Arena - Net Present Value of Future Debt Payments (Principal)	2017-2024	9,417,090	-	9,417,090	941,709		8,475,381		8,475,381	8,051,612	423,769
66	Arena Site Development - Net Present Value of Future Debt Payments (Principal)	2017-2021	330,841	-	330,841	33,084		297,757		297,757	282,869	14,888
	Repayment of Capital Reserves (Interim Financing)			-	-	-		-	-	-	-	-
67	Gellert Phase 2 - Net Present Value of Future Debt Payments (Principal)	2017-2026	4,005,132	-	4,005,132	-		4,005,132		4,005,132	3,804,875	200,257
68	Acton Area- Net Present Value of Future Debt Payments (Principal)	2017-2026	1,917,507	-	1,917,507	-		1,917,507		1,917,507	1,821,632	95,875
	Reserve Fund Adjustment							243,478		243,478	231,304	12,174
	Total		103,108,445	48,381,661	54,726,784	5,990,307	-	48,979,954	2,943,934	46,036,021	43,734,220	2,301,801

Infrastructure Costs Covered in the D.C. Calculation – Administration

Prj.No	Increased Service Needs Attributable to Anticipated Development 2017-2026	Timing (year)	Gross Capital Cost Estimate (2017\$)	Post Period Benefit	Net Capital Cost	Less:		Subtotal	Less:	Potential DC Recoverable Cost				
						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development		Other (e.g. 10% Statutory Deduction)	Total	Residential Share 64%	Non-Residential Share		
												Total	Industrial Share 25%	Non-Industrial Share 11%
Planning, Development & Sustainability Studies						-	-	-	-	-	-	-	-	-
1	Southeast Georgetown Planning Study	2018	225,000	-	225,000	-	-	225,000	22,500	202,500	129,600	72,900	46,656	26,244
2	Official Plan - Five Year Review	2021	200,000	-	200,000	100,000	-	100,000	10,000	90,000	57,600	32,400	20,736	11,664
3	Zoning By-law Update	2022	154,000	-	154,000	77,000	-	77,000	7,700	69,300	44,352	24,948	15,967	8,981
4	Development Charges Study	2021	75,000	-	75,000	-	-	75,000	7,500	67,500	43,200	24,300	15,552	8,748
5	Enterprise Information Management Ph. 3	2020	200,000	-	200,000	133,333	-	66,667	6,667	60,000	38,400	21,600	13,824	7,776
6	Norval Secondary Plan	2020	55,000	-	55,000	49,500	-	5,500	550	4,950	3,168	1,782	1,140	642
7	Stewarttown Planning Study	2024	55,000	-	55,000	11,000	-	44,000	4,400	39,600	25,344	14,256	9,124	5,132
8	Enterprise Information Management Ph. 4	2017	217,100	-	217,100	144,733	-	72,367	7,237	65,130	41,683	23,447	15,006	8,441
9	Enterprise Information Management Ph. 5	2019	217,100	-	217,100	144,733	-	72,367	7,237	65,130	41,683	23,447	15,006	8,441
10	Enterprise Information Management Ph. 5	2021	45,000	-	45,000	40,500	-	4,500	450	4,050	2,592	1,458	933	525
11	Development Charges Study	2026	75,000	-	75,000	-	-	75,000	7,500	67,500	43,200	24,300	15,552	8,748
12	Georgetown Downtown Secondary Plan	2017	200,000	-	200,000	20,000	-	180,000	18,000	162,000	103,680	58,320	37,325	20,995
13	Premier Gateway Phase 2B Secondary Plan	2018	800,000	-	800,000	-	-	800,000	80,000	720,000	460,800	259,200	165,888	93,312
14	Official Plan - Five Year Review	2026	200,000	-	200,000	100,000	-	100,000	10,000	90,000	57,600	32,400	20,736	11,664
15	GO Station Area Secondary Plan Review	2019	150,000	-	150,000	75,000	-	75,000	7,500	67,500	43,200	24,300	15,552	8,748
16	Glen Williams Secondary Plan Review	2022	55,000	-	55,000	27,500	-	27,500	2,750	24,750	15,840	8,910	5,702	3,208
17	Economic Development Strategy	2022	70,000	-	70,000	52,500	-	17,500	1,750	15,750	10,080	5,670	3,629	2,041
18	Green Building Standards Update	2019	40,000	-	40,000	10,000	-	30,000	3,000	27,000	17,280	9,720	6,221	3,499
19	Library Strategic Plan	2021	40,000	-	40,000	10,000	-	30,000	3,000	27,000	17,280	9,720	6,221	3,499
20	Library Strategic Plan	2026	40,000	-	40,000	10,000	-	30,000	3,000	27,000	17,280	9,720	6,221	3,499
21	Parking Studies - Acton and Georgetown BIAs	2023	60,000	-	60,000	30,000	-	30,000	3,000	27,000	17,280	9,720	6,656	3,064
22	Stormwater Management Strategy	2019	150,000	-	150,000	110,169	-	39,831	-	39,831	25,492	14,339	9,819	4,520
23	Master Drainage Plan Update	2021	250,000	-	250,000	125,000	-	125,000	-	125,000	80,000	45,000	30,815	14,185
24	Transit Service Strategy	2017	300,000	-	300,000	30,000	270,000	-	-	-	-	-	-	-
25	Facility Space Provision Study	2023	165,000	-	165,000	-	-	165,000	16,500	148,500	95,040	53,460	36,608	16,852
26	Civic Centre Master Plan	2018	85,000	-	85,000	21,250	-	63,750	6,375	57,375	36,720	20,655	14,144	6,511
27	Recreation and Parks Strategic Action Plan	2018	185,000	-	185,000	138,750	-	46,250	4,625	41,625	26,640	14,985	10,261	4,724
28	Brownfield Development Plan	2018	75,000	-	75,000	37,500	-	37,500	3,750	33,750	21,600	12,150	8,320	3,830
29	Foreign Direct Investment Strategy	2018	40,000	-	40,000	29,378	-	10,622	1,062	9,560	6,118	3,441	2,357	1,085
30	Fire Master Plan	2019	65,000	-	65,000	16,250	-	48,750	4,875	43,875	28,080	15,795	10,816	4,979
31	Vision Georgetown Secondary Plan	2017	1,387,000	-	1,387,000	-	-	1,387,000	138,700	1,248,300	798,912	449,388	307,728	141,660
32	Town Transit Study	2019	50,000	-	50,000	5,000	-	45,000	-	45,000	28,800	16,200	11,093	5,107
33	Employment Lands Needs Study	2018	100,000	-	100,000	25,000	-	75,000	7,500	67,500	43,200	24,300	16,640	7,660
	Reserve Fund Adjustment							(311,588)		(311,588)	(199,417)	(112,172)	(71,790)	(40,382)
	Total		6,025,200	-	6,025,200	1,574,096	270,000	3,869,516	397,127	3,472,389	2,222,329	1,250,060	830,457	419,603

Infrastructure Costs Covered in the D.C. Calculation – Stormwater Management

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2017\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential DC Recoverable Cost				
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share		
											Total	Industrial Share	Non-Industrial Share
2017-2026									64%	36%	25%	11%	
1	Upper Reach East West Trib	2017	108,600	-		108,600	-		108,600	69,504	39,096	26,772	12,324
2	Stormwater Outfall Quality Control Const. & Eng	2017-2026	1,250,000	-		1,250,000	918,072		331,928	212,434	119,494	81,826	37,668
3	Drainage Area No. 10 Construction	2017	1,400,000	-		1,400,000	-		1,400,000	896,000	504,000	345,124	158,876
4	16 Mile Creek Modelling for Vision Georgetown	2017	50,000	-		50,000	-		50,000	32,000	18,000	12,326	5,674
5	Hornby Road Drainage (Coordinated with Region's Steeles Avenue Project)	2017	360,000	-		360,000	39,600		320,400	205,056	115,344	78,984	36,360
	Reserve Fund Adjustment								(1,740,671)	(1,114,029)	(626,642)	(429,106)	(197,536)
	Total		3,168,600	-	-	3,168,600	957,672	-	470,258	300,965	169,293	115,927	53,366

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

5.2.1 Transportation Services

The Town has a current inventory of 118 kilometres of rural and urban collector and arterial roads and 144 bridges and culverts. This historic level of infrastructure investment equates to a level of service of \$3,802 per capita and employee. When applied to the forecast population and employment growth to 2031 (i.e. 45,947 incremental population and employment), a maximum D.C.-eligible cost of approximately \$174.7 million could be expected to meet the future increase in needs for service.

In addition to roads, the Town's operations department utilizes 66,188 sq.ft. of facility space and operates a fleet of 98 vehicles and equipment. In this regard, a historical average level of service of \$233 per capita and employee has been provided, resulting in a D.C.-eligible cap of approximately \$10.7 million.

The review of the Town's transportation needs for the forecast period identified \$138.6 million in gross capital costs. These capital needs include various road construction, traffic signals and intersection improvements, sidewalks and streetlighting, operations vehicles and facility space, transportation studies, and active transportation infrastructure projects. Approximately \$3.1 million has been deducted for existing reserve fund balances, accounting for funds already secured towards these future needs. Recognizing the benefit to existing development, approximately \$50.4 million has been deducted. Furthermore, \$2.7 million has also been deducted to account for grant funding and other contributions attributable to new development. As a result, approximately \$82.5 million in capital needs have been included in the D.C. calculation.

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. 66% residential, 22% industrial, and 12% non-industrial).

5.2.2 Fire Services

The Town currently has three fire stations and one training facility which provide a total of 42,900 square feet of floor space. The fire department also has a current inventory of 32 vehicles and provides 126 sets of equipment for firefighter outfitting, as well as various specialty equipment. In total, the inventory of fire services assets provides a

historic average level of service of approximately \$250 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 \$11.5 million.

The Town will require funds for a new fire station in the Steeles Corridor, three additional vehicles to operate out of the new facility and equipment for the firefighters to man the facility. In addition to new growth-related capital needs, approximately \$809,000 has been included for the net present value of future principal debt payments towards the District 3 Station and \$906,000 reflective of the repayment of internal financing. In total, the gross capital cost estimates for the increase in need for service, totals \$6.1 million. The growth-related capital costs for fire services over the forecast period are relatively unchanged after a deduction of \$6,307 recognizing existing reserve fund balances.

The allocation of net growth-related costs for fire services between residential, industrial and non-industrial development is 66% residential, 22% industrial, and 12% non-industrial, reflective of the incremental growth in population and employment over the forecast period.

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

Prj. No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2017\$)	Post Period Benefit	Net Capital Cost	Less:		Potential DC Recoverable Cost				
						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 66%	Non-Residential Share		
										Total 34%	Industrial Share 22%	Non-Industrial Share 12%
2017-2031												
Public Works - Facilities												
1	Material Storage Facility	2022	300,000	-	300,000	30,000	-	270,000	178,200	91,800	60,204.93	31,595
2	Operations Centre - Snow Dump Expansion	2022	425,000	-	425,000	42,500	-	382,500	252,450	130,050	85,290	44,760
Public Works - Vehicles												
3	Wheeled Loader	2018	217,000	-	217,000	-	-	217,000	143,220	73,780	48,387	25,393
4	Tandem Axel Snow Plow	2022	260,000	-	260,000	-	-	260,000	171,600	88,400	57,975	30,425
5	GVW Bucket Truck	2019	300,000	-	300,000	-	-	300,000	198,000	102,000	66,894	35,106
6	Pick-up Truck 4X4	2020	30,000	-	30,000	-	-	30,000	19,800	10,200	6,689	3,511
7	Hot Box/Asphalt Recycler	2017	35,000	-	35,000	-	-	35,000	23,100	11,900	7,804	4,096
8	Compact Wheeled Loader	2017	115,000	-	115,000	-	-	115,000	75,900	39,100	25,643	13,457
9	Tandem Axel Snow Plow	2023	260,000	-	260,000	-	-	260,000	171,600	88,400	57,975	30,425
10	Tandem Axel Snow Plow	2023	260,000	-	260,000	-	-	260,000	171,600	88,400	57,975	30,425
11	Truck w/ Plow	2024	90,000	-	90,000	-	-	90,000	59,400	30,600	20,068	10,532
12	Backhoe/Loader & Utility Vehicle	2025	155,000	-	155,000	-	-	155,000	102,300	52,700	34,562	18,138
13	Tired Loader & Tandem Axel Snow Plow	2026	460,000	-	460,000	-	-	460,000	303,600	156,400	102,571	53,829
Road Construction Projects												
14	Town Line-20 Sd Rd to 22 Sd Rd & 22 Sd Rd EA (1.22 & 2.4km)	2018	270,900	-	270,900	89,397	-	181,503	119,792	61,711	40,472	21,239
15	5 Side Road Reg 25 to Fourth EA (3 km) (Boundary Rd Milton - 50 % share)	2019-2021	75,000	-	75,000	48,750	13,125	13,125	8,663	4,463	2,927	1,536
16	5 Side Road Fourth to Trafalgar EA (4.2 km)	2019-2021	210,000	-	210,000	136,500	-	73,500	48,510	24,990	16,389	8,601
17	5 Side Road Trafalgar to Winston Churchill EA (5 km)	2019-2021	250,000	-	250,000	162,500	-	87,500	57,750	29,750	19,511	10,239
18	5 Side Road Reg 25 to Fourth Engineering (3 km) (Boundary Rd Milton - 50 % share)	2022-2025	225,000	-	225,000	146,250	39,375	39,375	25,988	13,388	8,780	4,608
19	5 Side Road Fourth to Trafalgar Engineering (4.2km)	2022-2025	630,000	-	630,000	409,500	-	220,500	145,530	74,970	49,167	25,803
20	5 Side Road Trafalgar to Winston Churchill Engineering (5 km)	2022-2025	750,000	-	750,000	487,500	-	262,500	173,250	89,250	58,533	30,717
21	5 Side Road Reg 25 to Fourth Construction (3 km) (Boundary Rd Milton - 50 % share)	2023-2028	1,500,000	-	1,500,000	975,000	262,500	262,500	173,250	89,250	58,533	30,717
22	5 Side Road Fourth to Trafalgar Construction (4.2km)	2023-2028	4,200,000	-	4,200,000	2,730,000	-	1,470,000	970,200	499,800	327,782	172,018
23	5 Side Road Trafalgar to Winston Churchill Construction (5 km)	2023-2028	5,000,000	-	5,000,000	3,250,000	-	1,750,000	1,155,000	595,000	390,217	204,783
24	15 SdRd -Town Line to Trafalgar Rd EA (9.4km)	2024	470,000	-	470,000	305,500	-	164,500	108,570	55,930	36,680	19,250
25	15 SdRd -Town Line to Trafalgar Rd Property (9.4km)	2025	940,000	-	940,000	611,000	-	329,000	217,140	111,860	73,361	38,499
26	15 SdRd -Town Line to Trafalgar Rd Engineering (9.4km)	2026	1,410,000	-	1,410,000	916,500	-	493,500	325,710	167,790	110,041	57,749
27	15 SdRd -Town Line to Trafalgar Rd Construction (9.4km)	2027	9,400,000	-	9,400,000	6,110,000	-	3,290,000	2,171,400	1,118,600	733,608	384,992
28	10 SdRd from RR 25 to Trafalgar Rd EA (7km)	2021-2022	350,000	-	350,000	231,000	-	119,000	78,540	40,460	26,535	13,925
29	10 SdRd from RR 25 to Trafalgar Rd Property (7km)	2022	700,000	-	700,000	462,000	-	238,000	157,080	80,920	53,070	27,850
30	10 SdRd from RR 25 to Trafalgar Rd Engineering (7km)	2023	1,050,000	-	1,050,000	693,000	-	357,000	235,620	121,380	79,604	41,776
31	10 SdRd from RR 25 to Trafalgar Rd Construction (7km)	2024	7,000,000	-	7,000,000	4,620,000	-	2,380,000	1,570,800	809,200	530,695	278,505
32	22 SdRd New Connection-West of 4th Line EA	2023	200,000	-	200,000	24,000	-	176,000	116,160	59,840	39,245	20,595
33	22 SdRd New Connection-West of 4th Line Engineering(0.35km)	2025	105,000	-	105,000	12,600	-	92,400	60,984	31,416	20,603	10,813
34	22 SdRd New Connection-West of 4th Line Construction (0.35km)	2027	700,000	-	700,000	84,000	-	616,000	406,560	209,440	137,356	72,084
35	17 Side Road/River Drive 10th Line Re-alignment EA (1.1km)	2024	110,000	-	110,000	-	-	110,000	72,600	37,400	24,528	12,872
36	17 Side Road/River Drive 10th Line Re-alignment Property (1.1km)	2025	110,000	-	110,000	-	-	110,000	72,600	37,400	24,528	12,872
37	17 Side Road/River Drive 10th Line Re-alignment Engineering (1.1km)	2026	330,000	-	330,000	-	-	330,000	217,800	112,200	73,584	38,616
38	17 Side Road/River Drive 10th Line Re-alignment Construction (1.1km)	2027	2,200,000	-	2,200,000	-	-	2,200,000	1,452,000	748,000	490,559	257,441
39	Eighth Line, Main Street, Steeles to Maple EA	2018	518,750	-	518,750	-	-	518,750	342,375	176,375	115,672	60,703
40	Eighth Line Steeles South EA/Engineering	2024	144,000	-	144,000	15,840	-	128,160	84,586	43,574	28,577	14,997
41	Eighth Line Steeles South Construction (0.6km)	2027	960,000	-	960,000	100,800	-	859,200	567,072	292,128	191,585	100,543

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

Prj. No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2017\$)	Post Period Benefit	Net Capital Cost	Less:		Potential DC Recoverable Cost					
						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 66%	Non-Residential Share			
										Total 34%	Industrial Share 22%	Non-Industrial Share 12%	
	2017-2031												
	Sidewalks												
89	In-fill Sidewalk	2017-2022	250,000	-	250,000	25,000		225,000	148,500	76,500	50,171	26,329	
90	Main Street South (Acton)	2018	50,000	-	50,000	5,000		45,000	29,700	15,300	10,034	5,266	
	Traffic Signals												
91	8th Line-Miller Drive	2019	280,000	-	280,000	56,000		224,000	147,840	76,160	49,948	26,212	
92	8th Line-Argyll Drive	2020	250,000	-	250,000	50,000		200,000	132,000	68,000	44,596	23,404	
93	Mountainview Road & John Street	2019	280,000	-	280,000	56,000		224,000	147,840	76,160	49,948	26,212	
94	8th Line and Danby Road	2019	280,000	-	280,000	56,000		224,000	147,840	76,160	49,948	26,212	
95	Guelph & Hall Road/McFarlane Drive	2023	480,000	-	480,000	96,000		384,000	253,440	130,560	85,625	44,935	
96	Main Street North (Hwy 7) & Ewing Street	2019	280,000	-	280,000	56,000		224,000	147,840	76,160	49,948	26,212	
97	River Drive & Tenth Line (Re-alignment)	2019	500,000	-	500,000	100,000		400,000	264,000	136,000	89,192	46,808	
98	Vision Georgetown - 5 Traffic Signals	2021-2031	280,000	-	280,000	56,000		224,000	147,840	76,160	49,948	26,212	
99	15 Side Road & Belmont Blvd. (West Intersection)	2021-2031	280,000	-	280,000	56,000		224,000	147,840	76,160	49,948	26,212	
100	Argyll Road & Miller Drive	2021-2031	280,000	-	280,000	56,000		224,000	147,840	76,160	49,948	26,212	
101	Argyll Road & Barber Drive (West Intersection)	2021-2031	280,000	-	280,000	56,000		224,000	147,840	76,160	49,948	26,212	
102	Miller Drive & Eaton Street (South Intersection)	2021-2031	280,000	-	280,000	56,000		224,000	147,840	76,160	49,948	26,212	
103	Eaton Street & Barber Drive	2021-2031	280,000	-	280,000	56,000		224,000	147,840	76,160	49,948	26,212	
104	Main Street North & Wallace Street	2021-2031	250,000	-	250,000	50,000		200,000	132,000	68,000	44,596	23,404	
105	Main Street North @ School Lane	2021-2031	280,000	-	280,000	56,000		224,000	147,840	76,160	49,948	26,212	
106	Mill Street East (Hwy 7) & Wallace Street	2021-2031	280,000	-	280,000	56,000		224,000	147,840	76,160	49,948	26,212	
107	Queen Street (Hwy 7) & Acton Boulevard - Intersection Ped. Signal	2021-2031	350,000	-	350,000	70,000		280,000	184,800	95,200	62,435	32,765	
108	10 Side Road & Sixth Line	2021-2031	140,000	-	140,000	28,000		112,000	73,920	38,080	24,974	13,106	
109	10 Side Road & Fifth Line	2021-2031	280,000	-	280,000	56,000		224,000	147,840	76,160	49,948	26,212	
110	10 Side Road & Fourth Line	2021-2031	280,000	-	280,000	56,000		224,000	147,840	76,160	49,948	26,212	
111	5 Side Road & Sixth Line	2021-2031	280,000	-	280,000	56,000		224,000	147,840	76,160	49,948	26,212	
112	5 Side Road & Fifth Line	2021-2031	280,000	-	280,000	56,000		224,000	147,840	76,160	49,948	26,212	
113	Traffic Signal Management System	2021-2031	280,000	-	280,000	56,000		224,000	147,840	76,160	49,948	26,212	
114	Opticom Fire Pre-emption System	2021-2031	210,000	-	210,000	42,000		168,000	110,880	57,120	37,461	19,659	
115	Red Light Camera/Photo Radar Program	2021-2031	120,000	-	120,000	24,000		96,000	63,360	32,640	21,406	11,234	
116	Roundabout/Intersection Improvements (5 SdRd 10th Line)	2021-2031	120,000	-	120,000	24,000		96,000	63,360	32,640	21,406	11,234	
117	Roundabout/Intersection Improvements (5 SdRd 8th Line)	2021-2031	1,000,000	-	1,000,000	200,000		800,000	528,000	272,000	178,385	93,615	
	Streetlighting												
118	New Streetlighting (Growth share only)	2017-2031	433,400	-	433,400	-		433,400	286,044	147,356	96,640	50,716	
	Signage												
119	Traffic Infrastructure (Growth share only)	2017-2031	975,000	-	975,000	-		975,000	643,500	331,500	217,407	114,093	

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

Prj. No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2017\$)	Post Period Benefit	Net Capital Cost	Less:		Potential DC Recoverable Cost					
						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 66%	Non-Residential Share			
										Total 34%	Industrial Share 22%	Non-Industrial Share 12%	
	2017-2031												
	Intersection Improvements			-	-	-	-	-	-	-	-	-	-
120	Guelph St. & Albert St. - Eastbound Right Turn Lane	2017	230,000	-	230,000	23,000		207,000	136,620	70,380	46,157	24,223	
121	Guelph St & Mountainview - Northbound/Southbound Turn Lanes	2020	1,500,000	-	1,500,000	150,000		1,350,000	891,000	459,000	301,025	157,975	
122	Maple Ave/Main St. S. - Northbound Right Turn Lane	2024	250,000	-	250,000	25,000		225,000	148,500	76,500	50,171	26,329	
123	Guelph St & Sinclair Ave Turn Lane	2020	140,000	-	140,000	14,000		126,000	83,160	42,840	28,096	14,744	
124	Maple Ave & Main St South Turn Lane	2024	30,000	-	30,000	3,000		27,000	17,820	9,180	6,020	3,160	
125	Guelph & Maple - Southbound Right Turn Lane	2018	250,000	-	250,000	25,000		225,000	148,500	76,500	50,171	26,329	
126	Mountainview & Sinclair - Southbound Left Turn Lane	2031	250,000	-	250,000	25,000		225,000	148,500	76,500	50,171	26,329	
127	Mountainview & River - Turn Lanes	2031	450,000	-	450,000	45,000		405,000	267,300	137,700	90,307	47,393	
128	River Drive & Maple Avenue - Westbound Left Turn Lane and Intersection Re-alignment	2031	500,000	-	500,000	50,000		450,000	297,000	153,000	100,342	52,658	
129	Winston Churchill Blvd. & 17 Side Road/Mayfield - west approach - interim	2021-2031	100,000	-	100,000	10,000		90,000	59,400	30,600	20,068	10,532	
130	Hwy 7 & Main Street North (Acton) - Approach upgrades	2018-2031	100,000	-	100,000	10,000		90,000	59,400	30,600	20,068	10,532	
	Other			-	-	-		-	-	-	-	-	
131	Mandated Rail Crossing Upgrades	2017-2022	300,000	-	300,000	188,594		111,406	73,528	37,878	24,841	13,037	
132	Rail Crossing Improvements - 10 Side Road	2022-2024	350,000	-	350,000	220,027		129,973	85,782	44,191	28,982	15,209	
133	McNabb Street Underpass Improvements	2018-2031	1,000,000	-	1,000,000	628,648		371,352	245,093	126,260	82,805	43,455	
134	Permanant Traffic Count Stations	2021-2031	80,000	-	80,000	50,292		29,708	19,607	10,101	6,624	3,476	
	Active Transportation Infrastructure			-	-	-		-	-	-	-	-	
135	Cycling Mast Plan Construction	2017-2031	34,600	-	34,600	21,751		12,849	8,480	4,369	2,865	1,504	
136	Bike Lanes (32.1km)	2017-2031	3,946,000	-	3,946,000	2,480,643		1,465,357	967,135	498,221	326,747	171,474	
137	Paved Shoulder (41)	2017-2031	2,553,100	-	2,553,100	1,605,000		948,100	625,746	322,354	211,408	110,945	
138	Signed Route (70.3km)	2017-2031	159,300	-	159,300	100,144		59,156	39,043	20,113	13,191	6,922	
139	Multi-use Trail (51.4km)	2017-2031	5,669,800	-	5,669,800	3,564,306		2,105,494	1,389,626	715,868	469,486	246,382	
140	Pedestrian Crossovers - 10 Locations	2018-2031	300,000	-	300,000	188,594		111,406	73,528	37,878	24,841	13,037	
	Reserve Fund Adjustment							(3,094,969)	(2,042,680)	(1,052,290)	(690,120)	(362,170)	
	Total		138,661,650	-	138,661,650	50,386,443		2,663,750	82,516,488	54,460,882	28,055,606	18,399,626	9,655,980

**Table 6-1
D.C. Calculation
Municipal-Wide Services
2017 – 2031**

SERVICE	2017 \$ DC Eligible Cost			2017 \$ DC Eligible Cost		
	Residential	Non-Residential		SDU	Non-Residential	
		Industrial	Non-Industrial		Industrial per m ²	Non-Industrial per m ²
1. Transportation	\$54,460,882	\$18,399,626	\$9,655,980	\$5,665	\$13.69	\$45.95
2. Fire Services	\$4,027,090	\$1,360,554	\$714,008	\$419	\$1.01	\$3.40
TOTAL	\$58,487,972	\$19,760,180	\$10,369,988	\$6,084	\$14.70	\$49.35
DC ELIGIBLE CAPITAL COST	\$58,487,972	\$19,760,180	\$10,369,988			
14 Year Gross Population / GFA Growth (m ² .)	33,455	1,344,188	210,138			
Cost Per Capita / Non-Residential GFA (m ² .)	\$1,748	\$14.70	\$49.35			
By Residential Unit Type	P.D.U.					
Single and Semi-Detached Dwelling	3.48	\$6,084				
Apartments - 2 Bedrooms +	1.70	\$2,972				
Apartments - Bachelor and 1 Bedroom	1.27	\$2,220				
Multiples - 3 Bedrooms +	2.81	\$4,913				
Multiples - Less than 3 Bedrooms	2.04	\$3,566				
Special Care/Special Dwelling Units	1.00	\$1,748				

**Table 6-2
D.C. Calculation
Municipal-Wide Services
2017 – 2026**

SERVICE	2017 \$ DC Eligible Cost			2017 \$ DC Eligible Cost		
	Residential	Non-Residential		SDU	Non-Residential	
		Industrial	Non-Industrial		Industrial per m ²	Non-Industrial per m ²
3. Transit Services	\$86,252	\$33,223	\$15,294	\$14	\$0.04	\$0.12
4. Parking Services	\$198,638	\$76,512	\$35,222	\$33	\$0.08	\$0.28
5. Recreation and Parks	\$43,734,220	\$1,576,206	\$725,595	\$7,261	\$1.72	\$5.79
6. Library Services	\$5,396,735	\$194,501	\$89,537	\$896	\$0.21	\$0.71
7. Administration	\$2,222,329	\$1,250,060	\$1,250,060	\$369	\$1.37	\$9.98
8. Stormwater Management	\$300,965	\$115,927	\$53,366	\$50	\$0.13	\$0.43
TOTAL	\$51,939,138	\$3,246,429	\$2,169,074	\$8,623	\$3.55	\$17.31
DC ELIGIBLE CAPITAL COST	\$51,939,138	\$3,246,429	\$2,169,074			
10 Year Gross Population / GFA Growth (m ² .)	20,961	913,228	125,317			
Cost Per Capita / Non-Residential GFA (m ² .)	\$2,478	\$3.55	\$17.31			
By Residential Unit Type	P.D.U.					
Single and Semi-Detached Dwelling	3.48	\$8,623				
Apartments - 2 Bedrooms +	1.70	\$4,212				
Apartments - Bachelor and 1 Bedroom	1.27	\$3,147				
Multiples - 3 Bedrooms +	2.81	\$6,963				
Multiples - Less than 3 Bedrooms	2.04	\$5,055				
Special Care/Special Dwelling Units	1.00	\$2,478				

**Table 6-3
Calculated Schedule of Charges (Quantum)**

Service	RESIDENTIAL						NON-RESIDENTIAL	
	Single and Semi-Detached Dwelling	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Multiples - 3 Bedrooms +	Multiples - Less than 3 Bedrooms	Special Care/Special Dwelling Units	Industrial (per m ² of Gross Floor Area)	Non-Industrial (per m ² of Gross Floor Area)
Municipal Wide Services:								
Transportation	5,665	2,767	2,067	4,574	3,321	1,628	13.69	45.95
Fire Services	419	205	153	338	246	120	1.01	3.40
Transit Services	14	7	5	11	8	4	0.04	0.12
Parking Services	33	16	12	27	19	9	0.08	0.28
Recreation and Parks	7,261	3,547	2,650	5,863	4,256	2,086	1.72	5.79
Library Services	896	438	327	723	525	257	0.21	0.71
Administration	369	180	135	298	216	106	1.37	9.98
Stormwater Management	50	24	18	40	29	14	0.13	0.43
Total Municipal Wide Services	14,707	7,184	5,367	11,874	8,620	4,224	18.25	66.66

**Table 6-4
Calculated Schedule of Charges (Cash Flow)**

Service	RESIDENTIAL (\$)						NON-RESIDENTIAL (\$)	
	Single and Semi-Detached Dwelling	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Multiples - 3 Bedrooms +	Multiples - Less than 3 Bedrooms	Special Care/Special Dwelling Units	Industrial (per m ² of Gross Floor Area)	Non-Industrial (per m ² of Gross Floor Area)
Municipal Wide Services:								
Transportation	5,840	2,853	2,131	4,716	3,424	1,678	14.03	47.68
Fire Services	442	216	161	357	259	127	1.06	3.61
Transit Services	16	8	6	13	9	4	0.04	0.13
Parking Services	44	22	16	36	26	13	0.11	0.38
Recreation and Parks	7,621	3,723	2,781	6,154	4,468	2,190	2.33	2.33
Library Services	1,010	494	369	816	592	290	0.31	0.31
Administration	390	191	143	315	229	112	0.96	3.56
Stormwater Management	177	86	65	143	104	51	0.45	1.52
Total Municipal Wide Services	15,542	7,593	5,672	12,550	9,111	4,465	19.30	59.52

**Table 6-5
Comparison of Current and Calculated D.C.s
for Residential Single-Detached, Non-Residential (Industrial), and Non-Residential (Non-Industrial) (per m²)**

Service	Residential (Single Detached)		Non-Residential (Industrial per m ²)		Non-Residential (Non-Industrial per m ²)	
	Current	Calculated	Current	Calculated	Current	Calculated
Municipal Wide Services:						
Transportation	5,191	5,840	12.66	14.03	39.47	47.68
Fire Services	828	442	3.09	1.06	3.09	3.61
Transit Services	-	16	-	0.04	-	0.13
Parking Services	233	44	0.86	0.11	0.86	0.38
Recreation and Parks	5,701	7,621	-	2.33	-	2.33
Library Services	896	1,010	-	0.31	-	0.31
Administration	413	390	1.54	0.96	1.54	3.56
Stormwater Management	704	177	2.33	0.45	2.33	1.52
Total Municipal Wide Services	13,965	15,542	20.48	19.30	47.30	59.52

It is further recommended that all D.C. exemptions granted over the life of the by-law be contributed into the applicable D.C. reserve funds from non-D.C. sources.

7.3.2 By-law In-force Date

The proposed by-law under D.C.A., 1997 will come into force on the September 1, 2017

7.3.3 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).

7.4 Other Recommendations

It is recommended that Council:

“Approve the capital project listing set out in Chapter 5 of the D.C.s Background Study dated June 23, 2017 (as amended), subject to further annual review during the capital budget process;”

“Approve the D.C. Background Study dated June 23, 2017 (as amended);”

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

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

8. Asset Management Plan

8.1 Introduction

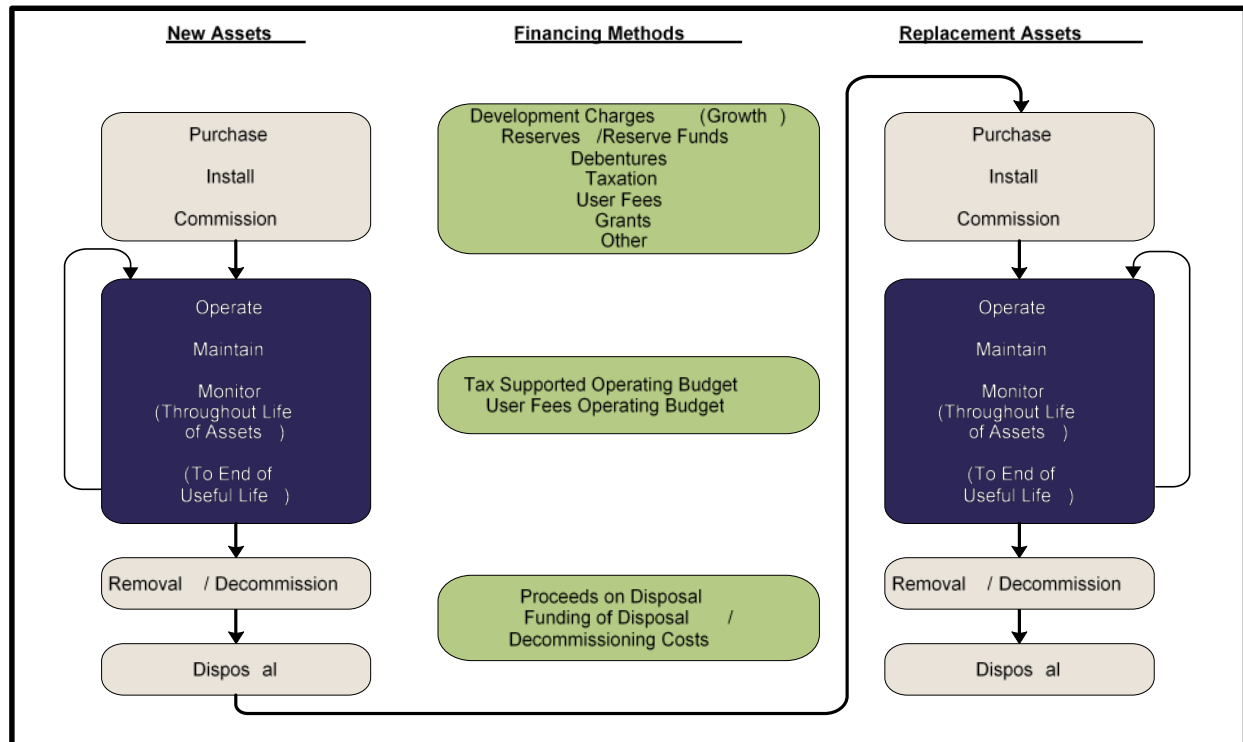
The recent changes to the D.C.A. (new section 10(c.2)) require that the background study must include an Asset Management Plan (A.M.P) related to new infrastructure. Section 10 (3) of the D.C.A. provides:

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.**

In regard to the above, subsection 8(3) of the Regulations was amended to include specific detailed requirements for transit services A.M.P.s. As contained in this subsection there are specific requirements to the content of the A.M.P., particularly the state of local infrastructure, proposed level of service, asset management strategy and financial strategy. For all services except transit, there are no prescribed requirements at this time, thus requiring the municipality to define the approach to include within the background study.

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.

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. The Town of Halton Hills has undertaken an A.M.P dated February, 2014. However, the plan addresses only transportation infrastructure services and included roads (minor arterial, local and collector) and structures (bridges and major culverts) and does not include all assets categories that are included in the capital forecast needs of the D.C. background study. For the services included in the A.M.P., the plan addresses growth related needs for the assets included, however the growth-related needs for other D.C. services have not been considered. As a result, the asset management requirement for this D.C. background study must be undertaken in the absence of this information. Due to the detailed requirements for transit in the regulations, the A.M.P. requirements for this D.C. background study have been addressed separately for non-transit municipal services and transit services.

8.2 Non-Transit Municipal Services

In recognition to the schematic in Section 8.1, the following table (presented in 2017\$) 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 all existing assets for the categories of assets included in the D.C. eligible capital costs are not included in the Town's A.M.P. (parks and recreation, library, etc. not included), the present infrastructure gap and associated funding plan has not been considered at this time. Hence the following does not represent a fiscal impact assessment (including future tax/rate increases) but provides insight into the potential affordability of the new assets:

1. The non-D.C. recoverable portion of the projects 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 2017 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 \$18.1 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 \$27.4 million. This amount, totalled with the existing operating revenues of \$96.7 million, provide annual revenues of \$124.1 million by the end of the period.

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

Table 8-1
Town of Halton Hills
Asset Management – Future Expenditures and Associated Revenues (2017\$)

	Sub-Total	2031 (Total)
Expenditures (Annualized)		
Annual Debt Payment on Non-Growth Related Capital ¹		3,866,442
Annual Debt Payment on Post Period Capital ²		3,881,877
Lifecycle:		
Annual Lifecycle - Town Wide Services	\$9,529,270	
Sub-Total - Annual Lifecycle	\$9,529,270	\$9,529,270
Incremental Operating Costs (for D.C. Services)		\$4,651,191
Total Expenditures		\$18,046,903
Revenue (Annualized)		
Total Existing Revenue ³		\$96,689,324
Incremental Tax and Non-Tax Revenue (User Fees, Fines, Licences, etc.)		\$27,429,794
Total Revenues		\$124,119,118

8.3 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 8-2 are the individual items prescribed by subsection 8(3) of the Regulation (as amended), which are addressed in the following sections.

**Table 8-2
Transit Services D.C. Background Study A.M.P. Requirements**

Ontario Regulation 82/98, as amended subsection 8(3) Requirements
<p>1. A section that sets out the state of local infrastructure and that sets out,</p> <ul style="list-style-type: none"> i. the types of assets and their quantity or extent, ii. the financial accounting valuation and replacement cost valuation for all assets, iii. the asset age distribution and asset age as a proportion of expected useful life for all assets, and iv. the asset condition based on standard engineering practices for all assets.
<p>2. A section that sets out the proposed level of service and that,</p> <ul style="list-style-type: none"> i. defines the proposed level of service through timeframes and performance measures, ii. discusses any external trends or issues that may affect the proposed level of service or the municipality's ability to meet it, and iii. shows current performance relative to the targets set out.
<p>3. An asset management strategy that,</p> <ul style="list-style-type: none"> i. 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, ii. is based on an assessment of potential options to achieve the proposed level of service, which assessment compares, <ul style="list-style-type: none"> A. life cycle costs, B. all other relevant direct and indirect costs and benefits, and C. the risks associated with the potential options, iii. contains a summary of, in relation to achieving the proposed level of service, (not defined clearly) <ul style="list-style-type: none"> A. non-infrastructure solutions, B. maintenance activities, C. renewal and rehabilitation activities, D. replacement activities, E. disposal activities, and F. expansion activities, iv. discusses the procurement measures that are intended to achieve the proposed level of service, and v. includes an overview of the risks associated with the strategy and any actions that will be taken in response to those risks.
<p>4. A financial strategy that,</p> <ul style="list-style-type: none"> i. shows the yearly expenditure forecasts that are proposed to achieve the proposed level of service, categorized by, <ul style="list-style-type: none"> A. non-infrastructure solutions, B. maintenance activities, C. renewal and rehabilitation activities, D. replacement activities, E. disposal activities, and 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, (see associated text) 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.

8.3.1 State of Local Infrastructure

To present an overall state of the infrastructure for transit assets, asset inventory, asset valuation, and age have been summarized from the Town's 2014 ActiVan Master Plan prepared by Steer Davies Gleave and information provided by the Town.

The transit assets included in this AMP include transit vehicles owned and operated by the Town. Provided in Table 8-3 is a high-level summary of the transit assets, useful life estimates, age, and 2017\$ replacement costs. Asset valuations have been compiled

from staff input and cost estimates for anticipated expenditures. In total, transit assets (vehicles) within the Town have a replacement value of \$510,000.

**Table 8-3
Asset Inventory and Valuation**

Asset	Inventory	Useful Life (Years)	Asset Age	Total Replacement Cost (2017\$)
Accessible Bus	1	10	3	250,000
Accessible Van	4	10	3.5	260,000
Total	5	10	3.4	510,000

Asset age and useful life has been compiled from data received from the Town. In aggregate, transit assets have a weighted average useful life of 10 years and are 3.4 years old. Summarized in Table 8-4 is the distribution of total asset replacement value by the percentage of estimated useful life consumed. Based on the distribution of replacement value, 87% of the transit assets have consumed less than 50% of their respective useful lives, with a further 13% 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 8-4
Distribution of Asset Value by Percentage of Useful Life Consumed**

	Percentage of Useful Life Consumed			
	0% - 25%	25% - 50%	50% - 75%	75% - 100%
Total Asset Replacement Value	130,000	315,000	-	65,000

The Town maintains a regular replacement schedule of transit vehicles as required on a condition basis or to meet with changes in regulations.

8.3.2 Expected 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 it to 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:

38. Legislative requirements;
39. Strategic planning goals and objectives;
40. Resident expectations;
41. Council or Town staff expectations; and
42. Financial or resource constraints.

The previous task of determining the state of the Town's asset infrastructure establishes the asset inventory and condition, 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. It is also helpful to consider the risk associated with a certain L.O.S. Therefore, expected L.O.S. should be determined in a way that balances both level of investment and associated risk to the Town.

The ActiVan Master Plan measures ridership in terms of rides/capita for target L.O.S. to be provided by the Town's transit service. The level of ridership in 2016 was 73,399 which equates to approximately 1.2 rides per capita. Rides/capita has been increasing since 2010 by 17% annually due to a change in demographics and a greater awareness and interest in the public transit system. The ActiVan Master Plan provides a target L.O.S. of 0.5 rides per capita to be achieved by 2026 to match the average trips per capita of Ontario's other specialized transit services that serve a population over 100,000.

8.3.3 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 operating and capital 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

Continuing to provide services at the current L.O.S., as planned by the Town, results in both operating and capital budget impacts over the forecast period. This has to be taken into consideration, with the overall objective of reaching sustainable levels while mitigating risk.

The ActiVan Master Plan recommended the following actions to the provision of services:

43. Improve processes related to application intake, registration, and eligibility;
44. Meet AODA requirements, including:
 - Increased booking service hours;
 - Emergency preparedness training; and
 - AODA eligibility policies.
45. Upgrades to booking, scheduling, and dispatch;
46. Improvements to driver training;
47. Maintaining curb-curb service standard;
48. Increase number of transit vehicles; and
49. Implement youth taxi scrip program

The Town has already implemented some of these measures, including the acquisition of two additional vehicles and the implementation of the youth taxi scrip program. Furthermore, the Town is planning on expanding the fleet of transit vehicles with the purchase of two additional vehicles in 2017.

Table 8-5 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 8-5
Annual Lifecycle Cost**

Annual Lifecycle Cost	
Accessible Bus	28,500
Accessible Van	29,600
Total	58,100

It is recommended that the Town's procurement policies and procedures are reviewed and compared against procurement best practices to ensure resources are being allocated in an efficient manner to meet the A.M.P. strategy. The Town is currently adjusting the timing of new vehicle acquisitions required to meet the A.M.P. strategy so that the Town may take advantage of grant funding from the Public Transit Infrastructure Fund (PTIF).

8.3.4 Financing Strategy

The financing strategy outlines the suggested financial approach to fund the recommended asset management strategy outlined in Section 8.3.3. This forecast expands on the Town's proposed 2017 operating budget for transit. This section of the asset management plan includes:

50. Annual expenditure forecasts broken down by:

- Maintenance/non-infrastructure solutions;
- Renewal/rehabilitation activities;
- Replacement/disposal activities; and
- Expansion activities.

51. A breakdown of annual funding/revenue by source;

The financing strategy forecast, presented in Table 8-6, assumes that all non-D.C.-eligible funding (i.e. replacement capital and non-growth capital) will be debt funded. Revenues have been forecast such that the existing relationship of fare revenue to ridership is maintained while incorporating increased revenue from recommended fare increases. Furthermore, gas tax revenues are forecast to remain constant.

Tax based support is forecast to increase by 31% over the forecast period from \$495,000 in 2017 to \$650,000 in 2026. The majority of this increase is due to the increase in contractual services for the operation of ActiVan vehicles and taxi services to support the Taxi Scrip and Ad Hoc components of the ActiVan program.

**Table 8-6
Financing Strategy**

Expenditure Forecast										
	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Maintenance / Non-Infrastructure Solutions										
<u>Operating</u>										
Base Operating Budget	257,394	257,394	257,394	257,394	257,394	257,394	257,394	257,394	257,394	257,394
ActiVan Contractual Services ¹	346,362	361,756	377,149	392,543	407,937	423,331	438,725	454,119	469,513	484,906
Taxi Scrip / Ad Hoc Trip Costs ²	343,444	352,722	362,000	371,278	380,557	389,835	399,113	408,391	417,669	426,947
Replacement / Disposal										
<u>Capital</u>										
Existing Transit Vehicles	58,086	58,086	58,086	58,086	58,086	58,086	58,086	58,086	58,086	58,086
New Transit Vehicles	33,030	33,030	33,030	33,030	33,030	33,030	33,030	33,030	33,030	33,030
Expansion										
<u>Capital</u>										
Transit Software (Growth Related)	17,102									
Transit Vehicles (Growth Related)	117,667									
Transit Software (Benefit to Existing)		11,462	11,462	11,462	11,462	11,462	11,462	11,462	11,462	11,462
Transit Vehicles (Benefit to Existing)		5,399	5,399	5,399	5,399	5,399	5,399	5,399	5,399	5,399
Total	1,173,085	1,079,848	1,104,520	1,129,192	1,153,864	1,178,536	1,203,208	1,227,880	1,252,552	1,277,224

Revenue Forecast										
	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
<u>Operating</u>										
Taxation	404,000	419,393	434,786	450,178	465,571	480,964	496,357	511,750	527,142	542,535
ActiVan Revenue	92,442	96,551	100,659	104,768	108,876	112,985	117,093	121,202	125,310	129,419
Taxi Scrip Revenue	153,860	158,017	162,173	166,330	170,486	174,643	178,799	182,956	187,112	191,269
Youth Taxi Scrip Revenue	13,233	13,590	13,948	14,305	14,663	15,020	15,378	15,735	16,093	16,450
Ad Hoc Trip Revenue	24,306	24,963	25,619	26,276	26,933	27,589	28,246	28,903	29,559	30,216
Gas Tax	259,359	259,359	259,359	259,359	259,359	259,359	259,359	259,359	259,359	259,359
<u>Capital</u>										
D.C. Reserve Fund	134,769									
Taxation	91,116	107,976	107,976	107,976	107,976	107,976	107,976	107,976	107,976	107,976
Total	1,173,085	1,079,848	1,104,520	1,129,192	1,153,864	1,178,536	1,203,208	1,227,880	1,252,552	1,277,224

1. 2016 cost per ActiVan trip (\$11.02)

Town of Halton Hills - 2017 Development Charges Background Study
Cash Flow Analysis
Fire - Residential

Year	DC Reserve Fund Opening Balance	Dev't Related Expenditures		Existing Debt Carrying Costs (P&I)	New Interim Financing (P&I) 3%; 10 Yr Term	SDE per Year	DC Rates w. Inflation (2%/Yr)	Anticipated Revenues	Revenues minus Expenditures	Interest Earnings (3.7%) / Costs (3.7%)	DC Reserve Fund Closing Balance after Financing
		Nominal	Inflated (2%/Yr)								
2017	\$ 4,163	\$ (11,691)	\$ (11,691)	\$ (362,887)	\$ -	209	\$ 442.21	\$ 92,326	\$ (282,253)	\$ (5,040)	\$ (283,130)
2018	\$ (283,130)	\$ (11,691)	\$ (11,925)	\$ (362,654)	\$ -	418	\$ 451.06	\$ 188,344	\$ (186,234)	\$ (13,846)	\$ (483,210)
2019	\$ (483,210)	\$ (11,691)	\$ (12,164)	\$ (80,420)	\$ -	418	\$ 460.08	\$ 192,111	\$ 99,527	\$ (15,951)	\$ (399,634)
2020	\$ (399,634)	\$ (11,691)	\$ (12,407)	\$ (80,420)	\$ -	418	\$ 469.28	\$ 195,954	\$ 103,126	\$ (12,809)	\$ (309,317)
2021	\$ (309,317)	\$ (11,691)	\$ (12,655)	\$ (80,420)	\$ -	418	\$ 478.67	\$ 199,873	\$ 106,797	\$ (9,418)	\$ (211,937)
2022	\$ (211,937)	\$ (11,691)	\$ (12,908)	\$ (80,420)	\$ -	829	\$ 488.24	\$ 404,679	\$ 311,350	\$ (2,070)	\$ 97,342
2023	\$ 97,342	\$ (11,691)	\$ (13,166)	\$ (80,420)	\$ -	829	\$ 498.01	\$ 412,772	\$ 319,185	\$ 9,455	\$ 425,983
2024	\$ 425,983	\$ (11,691)	\$ (13,430)	\$ (80,420)	\$ -	829	\$ 507.97	\$ 421,028	\$ 327,178	\$ 21,696	\$ 774,857
2025	\$ 774,857	\$ (11,691)	\$ (13,698)	\$ (80,420)	\$ -	829	\$ 518.12	\$ 429,448	\$ 335,329	\$ 34,685	\$ 1,144,871
2026	\$ 1,144,871	\$ (2,757,291)	\$ (3,295,218)	\$ (80,420)	\$ -	829	\$ 528.49	\$ 438,037	\$ (2,937,602)	\$ (11,921)	\$ (1,804,651)
2027	\$ (1,804,651)	\$ (7,307)	\$ (8,907)	\$ -	\$ -	798	\$ 539.06	\$ 430,075	\$ 421,168	\$ (58,662)	\$ (1,442,145)
2028	\$ (1,442,145)	\$ (7,307)	\$ (9,086)	\$ -	\$ -	798	\$ 549.84	\$ 438,677	\$ 429,591	\$ (45,166)	\$ (1,057,720)
2029	\$ (1,057,720)	\$ (7,307)	\$ (9,267)	\$ -	\$ -	798	\$ 560.84	\$ 447,450	\$ 438,183	\$ (30,862)	\$ (650,398)
2030	\$ (650,398)	\$ (7,307)	\$ (9,453)	\$ -	\$ -	798	\$ 572.05	\$ 456,399	\$ 446,947	\$ (15,711)	\$ (219,162)
2031	\$ (219,162)	\$ (7,307)	\$ (9,642)	\$ -	\$ -	399	\$ 583.49	\$ 232,764	\$ 223,122	\$ (3,960)	\$ -

**Town of Halton Hills - 2017 Development Charges Background Study
Cash Flow Analysis
Fire - Non-Residential**

Year	DC Reserve Fund Opening Balance	Dev't Related Expenditures		Existing External Debt Carrying Costs (P&I)	New Interim Financing (P&I) 3%; 10 Yr Term	Square Metres per Year	DC Rates w. Inflation (2%/Yr)	Anticipated Revenues	Revenues minus Expenditures	Interest Earnings (4%) / Costs (4%)	DC Reserve Fund Closing Balance after Financing
		Nominal	Inflated (2%/Yr)								
2017	\$ 2,145	\$ (6,023)	\$ (6,023)	\$ (186,942)	\$ -	35,265	\$ 1.40	\$ 49,496	\$ (143,469)	\$ (2,561)	\$ (143,885)
2018	\$ (143,885)	\$ (6,023)	\$ (6,143)	\$ (186,822)	\$ -	70,530	\$ 1.43	\$ 100,972	\$ (91,993)	\$ (6,988)	\$ (242,866)
2019	\$ (242,866)	\$ (6,023)	\$ (6,266)	\$ (41,429)	\$ -	70,530	\$ 1.46	\$ 102,991	\$ 55,296	\$ (7,920)	\$ (195,490)
2020	\$ (195,490)	\$ (6,023)	\$ (6,392)	\$ (41,429)	\$ -	70,530	\$ 1.49	\$ 105,051	\$ 57,231	\$ (6,141)	\$ (144,400)
2021	\$ (144,400)	\$ (6,023)	\$ (6,519)	\$ (41,429)	\$ -	70,530	\$ 1.52	\$ 107,152	\$ 59,204	\$ (4,225)	\$ (89,421)
2022	\$ (89,421)	\$ (6,023)	\$ (6,650)	\$ (41,429)	\$ -	144,232	\$ 1.55	\$ 223,505	\$ 175,427	\$ (63)	\$ 85,943
2023	\$ 85,943	\$ (6,023)	\$ (6,783)	\$ (41,429)	\$ -	144,232	\$ 1.58	\$ 227,975	\$ 179,764	\$ 6,470	\$ 272,177
2024	\$ 272,177	\$ (6,023)	\$ (6,918)	\$ (41,429)	\$ -	144,232	\$ 1.61	\$ 232,535	\$ 184,188	\$ 13,405	\$ 469,771
2025	\$ 469,771	\$ (6,023)	\$ (7,057)	\$ (41,429)	\$ -	144,232	\$ 1.64	\$ 237,186	\$ 188,700	\$ 20,760	\$ 679,230
2026	\$ 679,230	\$ (1,420,423)	\$ (1,697,537)	\$ (41,429)	\$ -	144,232	\$ 1.68	\$ 241,929	\$ (1,497,036)	\$ (2,550)	\$ (820,356)
2027	\$ (820,356)	\$ (3,764)	\$ (4,589)	\$ -	\$ -	114,618	\$ 1.71	\$ 196,100	\$ 191,512	\$ (26,665)	\$ (655,509)
2028	\$ (655,509)	\$ (3,764)	\$ (4,680)	\$ -	\$ -	114,618	\$ 1.75	\$ 200,022	\$ 195,342	\$ (20,528)	\$ (480,696)
2029	\$ (480,696)	\$ (3,764)	\$ (4,774)	\$ -	\$ -	114,618	\$ 1.78	\$ 204,023	\$ 199,249	\$ (14,023)	\$ (295,470)
2030	\$ (295,470)	\$ (3,764)	\$ (4,870)	\$ -	\$ -	114,618	\$ 1.82	\$ 208,103	\$ 203,234	\$ (7,134)	\$ (99,370)
2031	\$ (99,370)	\$ (3,764)	\$ (4,967)	\$ -	\$ -	57,309	\$ 1.85	\$ 106,133	\$ 101,166	\$ (1,795)	\$ 0

Town of Halton Hills - 2017 Development Charges Background Study
Cash Flow Analysis
Fire - Industrial

Year	DC Reserve Fund Opening Balance	Dev't Related Expenditures		Existing External Debt Carrying Costs (P&I)	New Interim Financing (P&I) 3%; 10 Yr Term	Square Metres per Year	DC Rates w. Inflation (2%/Yr)	Anticipated Revenues	Revenues minus Expenditures	Interest Earnings (4%) / Costs (4%)	DC Reserve Fund Closing Balance after Financing
		Nominal	Inflated (2%/Yr)								
2017	\$ 1,407	\$ (3,950)	\$ (3,950)	\$ (122,602)	\$ -	31,930	\$ 1.06	\$ 33,930	\$ (92,622)	\$ (1,652)	\$ (92,868)
2018	\$ (92,868)	\$ (3,950)	\$ (4,029)	\$ (122,523)	\$ -	63,860	\$ 1.08	\$ 69,217	\$ (57,335)	\$ (4,472)	\$ (154,675)
2019	\$ (154,675)	\$ (3,950)	\$ (4,110)	\$ (27,170)	\$ -	63,860	\$ 1.11	\$ 70,601	\$ 39,322	\$ (4,969)	\$ (120,321)
2020	\$ (120,321)	\$ (3,950)	\$ (4,192)	\$ (27,170)	\$ -	63,860	\$ 1.13	\$ 72,013	\$ 40,652	\$ (3,680)	\$ (83,350)
2021	\$ (83,350)	\$ (3,950)	\$ (4,276)	\$ (27,170)	\$ -	63,860	\$ 1.15	\$ 73,454	\$ 42,008	\$ (2,294)	\$ (43,636)
2022	\$ (43,636)	\$ (3,950)	\$ (4,361)	\$ (27,170)	\$ -	125,172	\$ 1.17	\$ 146,857	\$ 115,326	\$ 516	\$ 72,207
2023	\$ 72,207	\$ (3,950)	\$ (4,448)	\$ (27,170)	\$ -	125,172	\$ 1.20	\$ 149,794	\$ 118,176	\$ 4,832	\$ 195,214
2024	\$ 195,214	\$ (3,950)	\$ (4,537)	\$ (27,170)	\$ -	125,172	\$ 1.22	\$ 152,790	\$ 121,083	\$ 9,412	\$ 325,709
2025	\$ 325,709	\$ (3,950)	\$ (4,628)	\$ (27,170)	\$ -	125,172	\$ 1.25	\$ 155,846	\$ 124,048	\$ 14,269	\$ 464,025
2026	\$ 464,025	\$ (931,552)	\$ (1,113,291)	\$ (27,170)	\$ -	125,172	\$ 1.27	\$ 158,963	\$ (981,498)	\$ (983)	\$ (518,456)
2027	\$ (518,456)	\$ (2,469)	\$ (3,009)	\$ -	\$ -	95,769	\$ 1.30	\$ 124,054	\$ 121,045	\$ (16,852)	\$ (414,263)
2028	\$ (414,263)	\$ (2,469)	\$ (3,070)	\$ -	\$ -	95,769	\$ 1.32	\$ 126,535	\$ 123,466	\$ (12,973)	\$ (303,770)
2029	\$ (303,770)	\$ (2,469)	\$ (3,131)	\$ -	\$ -	95,769	\$ 1.35	\$ 129,066	\$ 125,935	\$ (8,862)	\$ (186,696)
2030	\$ (186,696)	\$ (2,469)	\$ (3,194)	\$ -	\$ -	95,769	\$ 1.37	\$ 131,647	\$ 128,454	\$ (4,507)	\$ (62,749)
2031	\$ (62,749)	\$ (2,469)	\$ (3,257)	\$ -	\$ -	47,884	\$ 1.40	\$ 67,140	\$ 63,883	\$ (1,134)	\$ (0)

Town of Halton Hills - 2017 Development Charges Background Study
Cash Flow Analysis
Fire - Non-Industrial

Year	DC Reserve Fund Opening Balance	Dev't Related Expenditures		Existing External Debt Carrying Costs (P&I)	New Interim Financing (P&I) 3%; 10 Yr Term	Square Metres per Year	DC Rates w. Inflation (2%/Yr)	Anticipated Revenues	Revenues minus Expenditures	Interest Earnings (4%) / Costs (4%)	DC Reserve Fund Closing Balance after Financing
		Nominal	Inflated (2%/Yr)								
2017	\$ 738	\$ (2,073)	\$ (2,073)	\$ (64,340)	\$ -	3,335	\$ 3.61	\$ 12,043	\$ (54,370)	\$ (973)	\$ (54,605)
2018	\$ (54,605)	\$ (2,073)	\$ (2,114)	\$ (64,299)	\$ -	6,670	\$ 3.68	\$ 24,568	\$ (41,846)	\$ (2,779)	\$ (99,231)
2019	\$ (99,231)	\$ (2,073)	\$ (2,157)	\$ (14,259)	\$ -	6,670	\$ 3.76	\$ 25,059	\$ 8,644	\$ (3,493)	\$ (94,080)
2020	\$ (94,080)	\$ (2,073)	\$ (2,200)	\$ (14,259)	\$ -	6,670	\$ 3.83	\$ 25,560	\$ 9,102	\$ (3,295)	\$ (88,273)
2021	\$ (88,273)	\$ (2,073)	\$ (2,244)	\$ (14,259)	\$ -	6,670	\$ 3.91	\$ 26,071	\$ 9,569	\$ (3,072)	\$ (81,776)
2022	\$ (81,776)	\$ (2,073)	\$ (2,289)	\$ (14,259)	\$ -	19,060	\$ 3.99	\$ 75,985	\$ 59,438	\$ (1,916)	\$ (24,254)
2023	\$ (24,254)	\$ (2,073)	\$ (2,334)	\$ (14,259)	\$ -	19,060	\$ 4.07	\$ 77,505	\$ 60,912	\$ 228	\$ 36,886
2024	\$ 36,886	\$ (2,073)	\$ (2,381)	\$ (14,259)	\$ -	19,060	\$ 4.15	\$ 79,055	\$ 62,415	\$ 2,506	\$ 101,808
2025	\$ 101,808	\$ (2,073)	\$ (2,429)	\$ (14,259)	\$ -	19,060	\$ 4.23	\$ 80,636	\$ 63,949	\$ 4,923	\$ 170,680
2026	\$ 170,680	\$ (488,871)	\$ (584,246)	\$ (14,259)	\$ -	19,060	\$ 4.32	\$ 82,249	\$ (516,256)	\$ (3,218)	\$ (348,794)
2027	\$ (348,794)	\$ (1,296)	\$ (1,579)	\$ -	\$ -	18,849	\$ 4.40	\$ 82,965	\$ 81,386	\$ (11,338)	\$ (278,746)
2028	\$ (278,746)	\$ (1,296)	\$ (1,611)	\$ -	\$ -	18,849	\$ 4.49	\$ 84,625	\$ 83,014	\$ (8,730)	\$ (204,463)
2029	\$ (204,463)	\$ (1,296)	\$ (1,643)	\$ -	\$ -	18,849	\$ 4.58	\$ 86,317	\$ 84,674	\$ (5,966)	\$ (125,755)
2030	\$ (125,755)	\$ (1,296)	\$ (1,676)	\$ -	\$ -	18,849	\$ 4.67	\$ 88,043	\$ 86,367	\$ (3,039)	\$ (42,426)
2031	\$ (42,426)	\$ (1,296)	\$ (1,709)	\$ -	\$ -	9,425	\$ 4.76	\$ 44,902	\$ 43,193	\$ (767)	\$ 0

Town of Halton Hills - 2017 Development Charges Background Study
Cash Flow Analysis
Transportation - Residential

Year	DC Reserve Fund Opening Balance	Dev't Related Expenditures		Existing Debt Carrying Costs (P&I)	New Interim Financing (P&I) 3%; 10 Yr Term	SDE per Year	DC Rates w. Inflation (2%/Yr)	Anticipated Revenues	Revenues minus Expenditures	Transfers from Reserves ¹	Interest Earnings (4%) / Costs (4%)	DC Reserve Fund Closing Balance after Financing
		Nominal	Inflated (2%/Yr)									
2017	\$ 2,042,680	\$ (2,235,534)	\$ (2,235,534)	\$ -	\$ -	209	\$ 5,840.15	\$ 1,219,309	\$ (1,016,225)	\$ 11,219	\$ 56,679	\$ 1,094,353
2018	\$ 1,094,353	\$ (5,494,094)	\$ (5,603,976)	\$ -	\$ -	418	\$ 5,956.96	\$ 2,487,391	\$ (3,116,585)	\$ 11,219	\$ (26,059)	\$ (2,037,072)
2019	\$ (2,037,072)	\$ (4,927,191)	\$ (5,126,249)	\$ -	\$ -	418	\$ 6,076.10	\$ 2,537,139	\$ (2,589,111)	\$ 11,219	\$ (122,397)	\$ (4,737,361)
2020	\$ (4,737,361)	\$ (4,842,243)	\$ (5,138,627)	\$ -	\$ -	418	\$ 6,197.62	\$ 2,587,882	\$ (2,550,745)	\$ 11,219	\$ (221,062)	\$ (7,497,949)
2021	\$ (7,497,949)	\$ (5,269,391)	\$ (5,703,758)	\$ -	\$ -	418	\$ 6,321.57	\$ 2,639,639	\$ (3,064,119)	\$ 11,219	\$ (332,098)	\$ (10,882,947)
2022	\$ (10,882,947)	\$ (5,882,376)	\$ (6,494,618)	\$ -	\$ -	829	\$ 6,448.00	\$ 5,344,430	\$ (1,150,188)	\$ 11,219	\$ (421,449)	\$ (12,443,365)
2023	\$ (12,443,365)	\$ (8,496,696)	\$ (9,568,659)	\$ -	\$ -	829	\$ 6,576.96	\$ 5,451,319	\$ (4,117,341)	\$ 11,219	\$ (533,468)	\$ (17,082,955)
2024	\$ (17,082,955)	\$ (4,453,942)	\$ (5,116,179)	\$ -	\$ -	829	\$ 6,708.50	\$ 5,560,345	\$ 444,166	\$ 11,219	\$ (620,274)	\$ (17,247,843)
2025	\$ (17,247,843)	\$ (1,534,615)	\$ (1,798,046)	\$ -	\$ -	829	\$ 6,842.67	\$ 5,671,552	\$ 3,873,506	\$ 11,219	\$ (563,242)	\$ (13,926,360)
2026	\$ (13,926,360)	\$ (1,842,509)	\$ (2,201,969)	\$ -	\$ -	829	\$ 6,979.52	\$ 5,784,983	\$ 3,583,014	\$ 11,219	\$ (446,356)	\$ (10,778,482)
2027	\$ (10,778,482)	\$ (7,856,052)	\$ (9,576,483)	\$ -	\$ -	798	\$ 7,119.12	\$ 5,679,836	\$ (3,896,648)	\$ -	\$ (468,346)	\$ (15,143,477)
2028	\$ (15,143,477)	\$ (995,399)	\$ (1,237,653)	\$ -	\$ -	798	\$ 7,261.50	\$ 5,793,432	\$ 4,555,779	\$ -	\$ (473,454)	\$ (11,061,151)
2029	\$ (11,061,151)	\$ (612,324)	\$ (776,575)	\$ -	\$ -	798	\$ 7,406.73	\$ 5,909,301	\$ 5,132,726	\$ -	\$ (312,608)	\$ (6,241,033)
2030	\$ (6,241,033)	\$ (736,074)	\$ (952,190)	\$ -	\$ -	798	\$ 7,554.86	\$ 6,027,487	\$ 5,075,297	\$ -	\$ (136,285)	\$ (1,302,021)
2031	\$ (1,302,021)	\$ (1,325,124)	\$ (1,748,473)	\$ -	\$ -	399	\$ 7,705.96	\$ 3,074,018	\$ 1,325,545	\$ -	\$ (23,524)	\$ (0)

1. Repayment of interfund loan from Municipal Parking D.C. reserve fund

Town of Halton Hills - 2017 Development Charges Background Study
Cash Flow Analysis
Transportation - Non-Residential

Year	DC Reserve Fund Opening Balance	Dev't Related Expenditures		Existing Debt Carrying Costs (P&I)	New Interim Financing (P&I) 3%; 10 Yr Term	Square Metres per Year	DC Rates w. Inflation (2%/Yr)	Anticipated Revenues	Revenues minus Expenditures	Transfers from Reserves ¹	Interest Earnings (4%) / Costs (4%)	DC Reserve Fund Closing Balance after Financing
		Nominal	Inflated (2%/Yr)									
2017	\$ 1,052,290	\$ (1,151,639)	\$ (1,151,639)	\$ -	\$ -	35,265	\$ 18.54	\$ 653,677	\$ (497,961)	\$ 5,780	\$ 29,668	\$ 589,776
2018	\$ 589,776	\$ (2,830,291)	\$ (2,886,897)	\$ -	\$ -	70,530	\$ 18.91	\$ 1,333,502	\$ (1,553,395)	\$ 5,780	\$ (11,726)	\$ (969,565)
2019	\$ (969,565)	\$ (2,538,250)	\$ (2,640,795)	\$ -	\$ -	70,530	\$ 19.29	\$ 1,360,172	\$ (1,280,623)	\$ 5,780	\$ (59,137)	\$ (2,303,546)
2020	\$ (2,303,546)	\$ (2,494,489)	\$ (2,647,171)	\$ -	\$ -	70,530	\$ 19.67	\$ 1,387,376	\$ (1,259,796)	\$ 5,780	\$ (107,844)	\$ (3,665,407)
2021	\$ (3,665,407)	\$ (2,714,535)	\$ (2,938,300)	\$ -	\$ -	70,530	\$ 20.06	\$ 1,415,123	\$ (1,523,176)	\$ 5,780	\$ (162,807)	\$ (5,345,611)
2022	\$ (5,345,611)	\$ (3,030,315)	\$ (3,345,712)	\$ -	\$ -	144,232	\$ 20.47	\$ 2,951,770	\$ (393,942)	\$ 5,780	\$ (203,861)	\$ (5,937,634)
2023	\$ (5,937,634)	\$ (4,377,086)	\$ (4,929,309)	\$ -	\$ -	144,232	\$ 20.87	\$ 3,010,805	\$ (1,918,504)	\$ 5,780	\$ (253,699)	\$ (8,104,057)
2024	\$ (8,104,057)	\$ (2,294,455)	\$ (2,635,607)	\$ -	\$ -	144,232	\$ 21.29	\$ 3,071,021	\$ 435,414	\$ 5,780	\$ (290,111)	\$ (7,952,975)
2025	\$ (7,952,975)	\$ (790,559)	\$ (926,266)	\$ -	\$ -	144,232	\$ 21.72	\$ 3,132,442	\$ 2,206,176	\$ 5,780	\$ (251,970)	\$ (5,992,989)
2026	\$ (5,992,989)	\$ (949,171)	\$ (1,134,348)	\$ -	\$ -	144,232	\$ 22.15	\$ 3,195,091	\$ 2,060,743	\$ 5,780	\$ (182,518)	\$ (4,108,985)
2027	\$ (4,108,985)	\$ (4,047,057)	\$ (4,933,340)	\$ -	\$ -	114,618	\$ 22.60	\$ 2,589,841	\$ (2,343,499)	\$ -	\$ (194,331)	\$ (6,646,815)
2028	\$ (6,646,815)	\$ (512,781)	\$ (637,579)	\$ -	\$ -	114,618	\$ 23.05	\$ 2,641,638	\$ 2,004,059	\$ -	\$ (207,728)	\$ (4,850,484)
2029	\$ (4,850,484)	\$ (315,440)	\$ (400,054)	\$ -	\$ -	114,618	\$ 23.51	\$ 2,694,470	\$ 2,294,417	\$ -	\$ (136,281)	\$ (2,692,348)
2030	\$ (2,692,348)	\$ (379,190)	\$ (490,522)	\$ -	\$ -	114,618	\$ 23.98	\$ 2,748,360	\$ 2,257,838	\$ -	\$ (57,534)	\$ (492,045)
2031	\$ (492,045)	\$ (682,640)	\$ (900,728)	\$ -	\$ -	57,309	\$ 24.46	\$ 1,401,663	\$ 500,935	\$ -	\$ (8,890)	\$ 0

1. Repayment of interfund loan from Municipal Parking D.C. reserve fund

Town of Halton Hills - 2017 Development Charges Background Study
Cash Flow Analysis
Transportation - Industrial

Year	DC Reserve Fund Opening Balance	Dev't Related Expenditures		Existing Debt Carrying Costs (P&I)	New Interim Financing (P&I) 3%; 10 Yr Term	Square Metres per Year	DC Rates w. Inflation (2%/Yr)	Anticipated Revenues	Revenues minus Expenditures	Transfers from Reserves ¹	Interest Earnings (4%) / Costs (4%)	DC Reserve Fund Closing Balance after Financing
		Nominal	Inflated (2%/Yr)									
2017	\$ 690,120	\$ (755,276)	\$ (755,276)	\$ -	\$ -	31,930	\$ 14.03	\$ 448,107	\$ (307,169)	\$ 3,790	\$ 19,814	\$ 406,556
2018	\$ 406,556	\$ (1,856,181)	\$ (1,893,305)	\$ -	\$ -	63,860	\$ 14.31	\$ 914,138	\$ (979,167)	\$ 3,790	\$ (6,401)	\$ (575,222)
2019	\$ (575,222)	\$ (1,664,653)	\$ (1,731,905)	\$ -	\$ -	63,860	\$ 14.60	\$ 932,420	\$ (799,485)	\$ 3,790	\$ (35,809)	\$ (1,406,725)
2020	\$ (1,406,725)	\$ (1,635,953)	\$ (1,736,087)	\$ -	\$ -	63,860	\$ 14.89	\$ 951,069	\$ (785,018)	\$ 3,790	\$ (66,142)	\$ (2,254,095)
2021	\$ (2,254,095)	\$ (1,780,265)	\$ (1,927,016)	\$ -	\$ -	63,860	\$ 15.19	\$ 970,090	\$ (956,926)	\$ 3,790	\$ (100,488)	\$ (3,307,719)
2022	\$ (3,307,719)	\$ (1,987,362)	\$ (2,194,209)	\$ -	\$ -	125,172	\$ 15.49	\$ 1,939,519	\$ (254,690)	\$ 3,790	\$ (126,341)	\$ (3,684,959)
2023	\$ (3,684,959)	\$ (2,870,611)	\$ (3,232,775)	\$ -	\$ -	125,172	\$ 15.80	\$ 1,978,309	\$ (1,254,465)	\$ 3,790	\$ (158,619)	\$ (5,094,253)
2024	\$ (5,094,253)	\$ (1,504,766)	\$ (1,728,503)	\$ -	\$ -	125,172	\$ 16.12	\$ 2,017,875	\$ 289,373	\$ 3,790	\$ (182,074)	\$ (4,983,164)
2025	\$ (4,983,164)	\$ (518,470)	\$ (607,470)	\$ -	\$ -	125,172	\$ 16.44	\$ 2,058,233	\$ 1,450,763	\$ 3,790	\$ (156,617)	\$ (3,685,228)
2026	\$ (3,685,228)	\$ (622,492)	\$ (743,936)	\$ -	\$ -	125,172	\$ 16.77	\$ 2,099,398	\$ 1,355,462	\$ 3,790	\$ (110,606)	\$ (2,436,582)
2027	\$ (2,436,582)	\$ (2,654,170)	\$ (3,235,418)	\$ -	\$ -	95,769	\$ 17.11	\$ 1,638,365	\$ (1,597,052)	\$ -	\$ (119,052)	\$ (4,152,687)
2028	\$ (4,152,687)	\$ (336,296)	\$ (418,142)	\$ -	\$ -	95,769	\$ 17.45	\$ 1,671,133	\$ 1,252,991	\$ -	\$ (129,764)	\$ (3,029,459)
2029	\$ (3,029,459)	\$ (206,874)	\$ (262,366)	\$ -	\$ -	95,769	\$ 17.80	\$ 1,704,555	\$ 1,442,189	\$ -	\$ (84,948)	\$ (1,672,218)
2030	\$ (1,672,218)	\$ (248,683)	\$ (321,698)	\$ -	\$ -	95,769	\$ 18.15	\$ 1,738,647	\$ 1,416,949	\$ -	\$ (35,466)	\$ (290,735)
2031	\$ (290,735)	\$ (447,694)	\$ (590,722)	\$ -	\$ -	47,884	\$ 18.52	\$ 886,710	\$ 295,988	\$ -	\$ (5,253)	\$ (0)

1. Repayment of interfund loan from Municipal Parking D.C. reserve fund

Town of Halton Hills - 2017 Development Charges Background Study
Cash Flow Analysis
Transportation - Non-Industrial

Year	DC Reserve Fund Opening Balance	Dev't Related Expenditures		Existing Debt Carrying Costs (P&I)	New Interim Financing (P&I) 3%; 10 Yr Term	Square Metres per Year	DC Rates w. Inflation (2%/Yr)	Anticipated Revenues	Revenues minus Expenditures	Transfers from Reserves ¹	Interest Earnings (4%) / Costs (4%)	DC Reserve Fund Closing Balance after Financing
		Nominal	Inflated (2%/Yr)									
2017	\$ 362,170	\$ (396,363)	\$ (396,363)	\$ -	\$ -	3,335	\$ 47.68	\$ 159,037	\$ (237,325)	\$ 1,989	\$ 8,998	\$ 135,831
2018	\$ 135,831	\$ (974,109)	\$ (993,592)	\$ -	\$ -	6,670	\$ 48.64	\$ 324,436	\$ (669,155)	\$ 1,989	\$ (8,418)	\$ (539,754)
2019	\$ (539,754)	\$ (873,597)	\$ (908,890)	\$ -	\$ -	6,670	\$ 49.61	\$ 330,925	\$ (577,965)	\$ 1,989	\$ (30,461)	\$ (1,146,190)
2020	\$ (1,146,190)	\$ (858,535)	\$ (911,085)	\$ -	\$ -	6,670	\$ 50.60	\$ 337,543	\$ (573,541)	\$ 1,989	\$ (52,696)	\$ (1,770,439)
2021	\$ (1,770,439)	\$ (934,269)	\$ (1,011,283)	\$ -	\$ -	6,670	\$ 51.61	\$ 344,294	\$ (666,989)	\$ 1,989	\$ (77,388)	\$ (2,512,827)
2022	\$ (2,512,827)	\$ (1,042,952)	\$ (1,151,504)	\$ -	\$ -	19,060	\$ 52.65	\$ 1,003,456	\$ (148,048)	\$ 1,989	\$ (95,159)	\$ (2,754,045)
2023	\$ (2,754,045)	\$ (1,506,474)	\$ (1,696,535)	\$ -	\$ -	19,060	\$ 53.70	\$ 1,023,525	\$ (673,010)	\$ 1,989	\$ (113,696)	\$ (3,538,761)
2024	\$ (3,538,761)	\$ (789,689)	\$ (907,105)	\$ -	\$ -	19,060	\$ 54.77	\$ 1,043,996	\$ 136,891	\$ 1,989	\$ (127,671)	\$ (3,527,552)
2025	\$ (3,527,552)	\$ (272,089)	\$ (318,796)	\$ -	\$ -	19,060	\$ 55.87	\$ 1,064,875	\$ 746,080	\$ 1,989	\$ (116,049)	\$ (2,895,532)
2026	\$ (2,895,532)	\$ (326,679)	\$ (390,412)	\$ -	\$ -	19,060	\$ 56.99	\$ 1,086,173	\$ 695,761	\$ 1,989	\$ (93,717)	\$ (2,291,499)
2027	\$ (2,291,499)	\$ (1,392,887)	\$ (1,697,922)	\$ -	\$ -	18,849	\$ 58.13	\$ 1,095,632	\$ (602,290)	\$ -	\$ (95,409)	\$ (2,989,198)
2028	\$ (2,989,198)	\$ (176,485)	\$ (219,437)	\$ -	\$ -	18,849	\$ 59.29	\$ 1,117,545	\$ 898,107	\$ -	\$ (93,477)	\$ (2,184,568)
2029	\$ (2,184,568)	\$ (108,566)	\$ (137,688)	\$ -	\$ -	18,849	\$ 60.48	\$ 1,139,896	\$ 1,002,208	\$ -	\$ (61,951)	\$ (1,244,311)
2030	\$ (1,244,311)	\$ (130,507)	\$ (168,824)	\$ -	\$ -	18,849	\$ 61.68	\$ 1,162,694	\$ 993,869	\$ -	\$ (27,503)	\$ (277,946)
2031	\$ (277,946)	\$ (234,946)	\$ (310,006)	\$ -	\$ -	9,425	\$ 62.92	\$ 592,974	\$ 282,967	\$ -	\$ (5,022)	\$ 0

1. Repayment of interfund loan from Municipal Parking D.C. reserve fund

Town of Halton Hills - 2017 Development Charges Background Study
Cash Flow Analysis
Transit - Residential

Year	DC Reserve Fund Opening Balance	Dev't Related Expenditures		Existing Debt Carrying Costs (P&I)	New Interim Financing (P&I) 3%; 10 Yr Term	SDE per Year	DC Rates w. Inflation (2%/Yr)	Anticipated Revenues	Revenues minus Expenditures	Interest Earnings (4%) / Costs (4%)	DC Reserve Fund Closing Balance after Financing
		Nominal	Inflated (2%/Yr)								
2017		\$ (86,252)	\$ (86,252)	\$ -	\$ -	209	\$ 15.65	\$ 3,268	\$ (82,984)	\$ (1,527)	\$ (84,511)
2018	\$ (84,511)	\$ -	\$ -	\$ -	\$ -	418	\$ 15.97	\$ 6,667	\$ 6,667	\$ (2,987)	\$ (80,831)
2019	\$ (80,831)	\$ -	\$ -	\$ -	\$ -	418	\$ 16.29	\$ 6,801	\$ 6,801	\$ (2,849)	\$ (76,880)
2020	\$ (76,880)	\$ -	\$ -	\$ -	\$ -	418	\$ 16.61	\$ 6,937	\$ 6,937	\$ (2,702)	\$ (72,644)
2021	\$ (72,644)	\$ -	\$ -	\$ -	\$ -	418	\$ 16.94	\$ 7,075	\$ 7,075	\$ (2,543)	\$ (68,112)
2022	\$ (68,112)	\$ -	\$ -	\$ -	\$ -	829	\$ 17.28	\$ 14,325	\$ 14,325	\$ (2,243)	\$ (56,030)
2023	\$ (56,030)	\$ -	\$ -	\$ -	\$ -	829	\$ 17.63	\$ 14,612	\$ 14,612	\$ (1,793)	\$ (43,211)
2024	\$ (43,211)	\$ -	\$ -	\$ -	\$ -	829	\$ 17.98	\$ 14,904	\$ 14,904	\$ (1,316)	\$ (29,623)
2025	\$ (29,623)	\$ -	\$ -	\$ -	\$ -	829	\$ 18.34	\$ 15,202	\$ 15,202	\$ (810)	\$ (15,231)
2026	\$ (15,231)	\$ -	\$ -	\$ -	\$ -	829	\$ 18.71	\$ 15,506	\$ 15,506	\$ (275)	\$ (0)

Town of Halton Hills - 2017 Development Charges Background Study
Cash Flow Analysis
Transit - Non-Residential

Year	DC Reserve Fund Opening Balance	Dev't Related Expenditures		Existing External Debt Carrying Costs (P&I)	New Interim Financing (P&I) 3%; 10 Yr Term	Square Metres per Year	DC Rates w. Inflation (2%/Yr)	Anticipated Revenues	Revenues minus Expenditures	Interest Earnings (4%) / Costs (4%)	DC Reserve Fund Closing Balance after Financing
		Nominal	Inflated (2%/Yr)								
2017		\$ (48,517)	\$ (48,517)	\$ -	\$ -	35,265	\$ 0.05	\$ 1,802	\$ (46,715)	\$ (860)	\$ (47,574)
2018	\$ (47,574)	\$ -	\$ -	\$ -	\$ -	70,530	\$ 0.05	\$ 3,676	\$ 3,676	\$ (1,683)	\$ (45,582)
2019	\$ (45,582)	\$ -	\$ -	\$ -	\$ -	70,530	\$ 0.05	\$ 3,749	\$ 3,749	\$ (1,608)	\$ (43,441)
2020	\$ (43,441)	\$ -	\$ -	\$ -	\$ -	70,530	\$ 0.05	\$ 3,824	\$ 3,824	\$ (1,528)	\$ (41,145)
2021	\$ (41,145)	\$ -	\$ -	\$ -	\$ -	70,530	\$ 0.06	\$ 3,901	\$ 3,901	\$ (1,442)	\$ (38,686)
2022	\$ (38,686)	\$ -	\$ -	\$ -	\$ -	144,232	\$ 0.06	\$ 8,137	\$ 8,137	\$ (1,274)	\$ (31,824)
2023	\$ (31,824)	\$ -	\$ -	\$ -	\$ -	144,232	\$ 0.06	\$ 8,299	\$ 8,299	\$ (1,018)	\$ (24,543)
2024	\$ (24,543)	\$ -	\$ -	\$ -	\$ -	144,232	\$ 0.06	\$ 8,465	\$ 8,465	\$ (747)	\$ (16,825)
2025	\$ (16,825)	\$ -	\$ -	\$ -	\$ -	144,232	\$ 0.06	\$ 8,635	\$ 8,635	\$ (460)	\$ (8,651)
2026	\$ (8,651)	\$ -	\$ -	\$ -	\$ -	144,232	\$ 0.06	\$ 8,807	\$ 8,807	\$ (156)	\$ -

Town of Halton Hills - 2017 Development Charges Background Study
Cash Flow Analysis
Transit - Industrial

Year	DC Reserve Fund Opening Balance	Dev't Related Expenditures		Existing External Debt Carrying Costs (P&I)	New Interim Financing (P&I) 3%; 10 Yr Term	Square Metres per Year	DC Rates w. Inflation (2%/Yr)	Anticipated Revenues	Revenues minus Expenditures	Interest Earnings (4%) / Costs (4%)	DC Reserve Fund Closing Balance after Financing
		Nominal	Inflated (2%/Yr)								
2017		\$ (33,223)	\$ (33,223)	\$ -	\$ -	31,930	\$ 0.04	\$ 1,270	\$ (31,953)	\$ (588)	\$ (32,541)
2018	\$ (32,541)	\$ -	\$ -	\$ -	\$ -	63,860	\$ 0.04	\$ 2,590	\$ 2,590	\$ (1,150)	\$ (31,101)
2019	\$ (31,101)	\$ -	\$ -	\$ -	\$ -	63,860	\$ 0.04	\$ 2,642	\$ 2,642	\$ (1,096)	\$ (29,555)
2020	\$ (29,555)	\$ -	\$ -	\$ -	\$ -	63,860	\$ 0.04	\$ 2,695	\$ 2,695	\$ (1,038)	\$ (27,899)
2021	\$ (27,899)	\$ -	\$ -	\$ -	\$ -	63,860	\$ 0.04	\$ 2,748	\$ 2,748	\$ (976)	\$ (26,127)
2022	\$ (26,127)	\$ -	\$ -	\$ -	\$ -	125,172	\$ 0.04	\$ 5,495	\$ 5,495	\$ (860)	\$ (21,492)
2023	\$ (21,492)	\$ -	\$ -	\$ -	\$ -	125,172	\$ 0.04	\$ 5,605	\$ 5,605	\$ (688)	\$ (16,575)
2024	\$ (16,575)	\$ -	\$ -	\$ -	\$ -	125,172	\$ 0.05	\$ 5,717	\$ 5,717	\$ (505)	\$ (11,363)
2025	\$ (11,363)	\$ -	\$ -	\$ -	\$ -	125,172	\$ 0.05	\$ 5,831	\$ 5,831	\$ (311)	\$ (5,842)
2026	\$ (5,842)	\$ -	\$ -	\$ -	\$ -	125,172	\$ 0.05	\$ 5,948	\$ 5,948	\$ (106)	\$ (0)

Town of Halton Hills - 2017 Development Charges Background Study
Cash Flow Analysis
Transit - Non-Industrial

Year	DC Reserve Fund Opening Balance	Dev't Related Expenditures		Existing External Debt Carrying Costs (P&I)	New Interim Financing (P&I) 3%; 10 Yr Term	Square Metres per Year	DC Rates w. Inflation (2%/Yr)	Anticipated Revenues	Revenues minus Expenditures	Interest Earnings (4%) / Costs (4%)	DC Reserve Fund Closing Balance after Financing
		Nominal	Inflated (2%/Yr)								
2017		\$ (15,294)	\$ (15,294)	\$ -	\$ -	3,335	\$ 0.13	\$ 448	\$ (14,846)	\$ (273)	\$ (15,120)
2018	\$ (15,120)	\$ -	\$ -	\$ -	\$ -	6,670	\$ 0.14	\$ 913	\$ 913	\$ (540)	\$ (14,746)
2019	\$ (14,746)	\$ -	\$ -	\$ -	\$ -	6,670	\$ 0.14	\$ 931	\$ 931	\$ (526)	\$ (14,340)
2020	\$ (14,340)	\$ -	\$ -	\$ -	\$ -	6,670	\$ 0.14	\$ 950	\$ 950	\$ (510)	\$ (13,901)
2021	\$ (13,901)	\$ -	\$ -	\$ -	\$ -	6,670	\$ 0.15	\$ 969	\$ 969	\$ (494)	\$ (13,426)
2022	\$ (13,426)	\$ -	\$ -	\$ -	\$ -	19,060	\$ 0.15	\$ 2,824	\$ 2,824	\$ (442)	\$ (11,044)
2023	\$ (11,044)	\$ -	\$ -	\$ -	\$ -	19,060	\$ 0.15	\$ 2,880	\$ 2,880	\$ (353)	\$ (8,517)
2024	\$ (8,517)	\$ -	\$ -	\$ -	\$ -	19,060	\$ 0.15	\$ 2,938	\$ 2,938	\$ (259)	\$ (5,839)
2025	\$ (5,839)	\$ -	\$ -	\$ -	\$ -	19,060	\$ 0.16	\$ 2,997	\$ 2,997	\$ (160)	\$ (3,002)
2026	\$ (3,002)	\$ -	\$ -	\$ -	\$ -	19,060	\$ 0.16	\$ 3,056	\$ 3,056	\$ (54)	\$ (0)

Town of Halton Hills - 2017 Development Charges Background Study
Cash Flow Analysis
Parking - Residential

Year	DC Reserve Fund Opening Balance	Dev't Related Expenditures		Existing External Debt Carrying Costs (P&I)	New Interim Financing (P&I) 3%; 10 Yr Term	SDE per Year	DC Rates w. Inflation (2%/Yr)	Anticipated Revenues	Revenues minus Expenditures	Interest Earnings (4%) / Costs (4%)	DC Reserve Fund Closing Balance after Financing
		Nominal	Inflated (2%/Yr)								
2017	\$ 325,984	\$ -	\$ -	\$ (72,243)	\$ -	209	\$ 44.47	\$ 9,285	\$ (62,958)	\$ 10,838	\$ 273,864
2018	\$ 273,864	\$ -	\$ -	\$ (72,243)	\$ -	418	\$ 45.36	\$ 18,942	\$ (53,301)	\$ 4,944	\$ 225,507
2019	\$ 225,507	\$ -	\$ -	\$ (72,243)	\$ -	418	\$ 46.27	\$ 19,321	\$ (52,922)	\$ 7,325	\$ 179,910
2020	\$ 179,910	\$ -	\$ -	\$ (72,243)	\$ -	418	\$ 47.20	\$ 19,708	\$ (52,536)	\$ 5,654	\$ 133,028
2021	\$ 133,028	\$ -	\$ -	\$ (72,243)	\$ -	418	\$ 48.14	\$ 20,102	\$ (52,142)	\$ 3,936	\$ 84,822
2022	\$ 84,822	\$ -	\$ -	\$ (72,243)	\$ -	829	\$ 49.10	\$ 40,700	\$ (31,544)	\$ 2,541	\$ 55,820
2023	\$ 55,820	\$ -	\$ -	\$ (72,243)	\$ -	829	\$ 50.09	\$ 41,514	\$ (30,730)	\$ 1,489	\$ 26,579
2024	\$ 26,579	\$ -	\$ -	\$ (72,243)	\$ -	829	\$ 51.09	\$ 42,344	\$ (29,900)	\$ 428	\$ (2,893)
2025	\$ (2,893)	\$ -	\$ -	\$ (72,243)	\$ -	829	\$ 52.11	\$ 43,191	\$ (29,053)	\$ (641)	\$ (32,587)
2026	\$ (32,587)	\$ -	\$ -	\$ (10,879)	\$ -	829	\$ 53.15	\$ 44,055	\$ 33,175	\$ (589)	\$ -

Town of Halton Hills - 2017 Development Charges Background Study
Cash Flow Analysis
Parking - Non-Residential

Year	DC Reserve Fund Opening Balance	Dev't Related Expenditures		Existing External Debt Carrying Costs (P&I)	New Interim Financing (P&I) 3%; 10 Yr Term	Square Metres per Year	DC Rates w. Inflation (2%/Yr)	Anticipated Revenues	Revenues minus Expenditures	Interest Earnings (4%) / Costs (4%)	DC Reserve Fund Closing Balance after Financing
		Nominal	Inflated (2%/Yr)								
2017	\$ 183,366	\$ -	\$ -	\$ (40,637)	\$ -	35,265	\$ 0.15	\$ 5,119	\$ (35,518)	\$ 6,094	\$ 153,943
2018	\$ 153,943	\$ -	\$ -	\$ (40,637)	\$ -	70,530	\$ 0.15	\$ 10,443	\$ (30,194)	\$ 2,777	\$ 126,526
2019	\$ 126,526	\$ -	\$ -	\$ (40,637)	\$ -	70,530	\$ 0.15	\$ 10,652	\$ (29,985)	\$ 4,104	\$ 100,645
2020	\$ 100,645	\$ -	\$ -	\$ (40,637)	\$ -	70,530	\$ 0.15	\$ 10,865	\$ (29,772)	\$ 3,156	\$ 74,029
2021	\$ 74,029	\$ -	\$ -	\$ (40,637)	\$ -	70,530	\$ 0.16	\$ 11,082	\$ (29,555)	\$ 2,180	\$ 46,655
2022	\$ 46,655	\$ -	\$ -	\$ (40,637)	\$ -	144,232	\$ 0.16	\$ 23,116	\$ (17,521)	\$ 1,395	\$ 30,528
2023	\$ 30,528	\$ -	\$ -	\$ (40,637)	\$ -	144,232	\$ 0.16	\$ 23,578	\$ (17,059)	\$ 810	\$ 14,279
2024	\$ 14,279	\$ -	\$ -	\$ (40,637)	\$ -	144,232	\$ 0.17	\$ 24,050	\$ (16,587)	\$ 220	\$ (2,087)
2025	\$ (2,087)	\$ -	\$ -	\$ (40,637)	\$ -	144,232	\$ 0.17	\$ 24,531	\$ (16,106)	\$ (373)	\$ (18,567)
2026	\$ (18,567)	\$ -	\$ -	\$ (6,120)	\$ -	144,232	\$ 0.17	\$ 25,022	\$ 18,902	\$ (335)	\$ (0)

Town of Halton Hills - 2017 Development Charges Background Study
Cash Flow Analysis
Parking - Industrial

Year	DC Reserve Fund Opening Balance	Dev't Related Expenditures		Existing External Debt Carrying Costs (P&I)	New Interim Financing (P&I) 3%; 10 Yr Term	Square Metres per Year	DC Rates w. Inflation (2%/Yr)	Anticipated Revenues	Revenues minus Expenditures	Interest Earnings (4%) / Costs (4%)	DC Reserve Fund Closing Balance after Financing
		Nominal	Inflated (2%/Yr)								
2017	\$ 125,564	\$ -	\$ -	\$ (27,827)	\$ -	31,930	\$ 0.11	\$ 3,607	\$ (24,220)	\$ 4,175	\$ 105,519
2018	\$ 105,519	\$ -	\$ -	\$ (27,827)	\$ -	63,860	\$ 0.12	\$ 7,358	\$ (20,469)	\$ 1,906	\$ 86,956
2019	\$ 86,956	\$ -	\$ -	\$ (27,827)	\$ -	63,860	\$ 0.12	\$ 7,505	\$ (20,322)	\$ 2,826	\$ 69,460
2020	\$ 69,460	\$ -	\$ -	\$ (27,827)	\$ -	63,860	\$ 0.12	\$ 7,655	\$ (20,172)	\$ 2,185	\$ 51,474
2021	\$ 51,474	\$ -	\$ -	\$ (27,827)	\$ -	63,860	\$ 0.12	\$ 7,809	\$ (20,018)	\$ 1,526	\$ 32,981
2022	\$ 32,981	\$ -	\$ -	\$ (27,827)	\$ -	125,172	\$ 0.12	\$ 15,612	\$ (12,215)	\$ 989	\$ 21,755
2023	\$ 21,755	\$ -	\$ -	\$ (27,827)	\$ -	125,172	\$ 0.13	\$ 15,924	\$ (11,903)	\$ 582	\$ 10,434
2024	\$ 10,434	\$ -	\$ -	\$ (27,827)	\$ -	125,172	\$ 0.13	\$ 16,243	\$ (11,584)	\$ 171	\$ (980)
2025	\$ (980)	\$ -	\$ -	\$ (27,827)	\$ -	125,172	\$ 0.13	\$ 16,567	\$ (11,260)	\$ (243)	\$ (12,483)
2026	\$ (12,483)	\$ -	\$ -	\$ (4,191)	\$ -	125,172	\$ 0.14	\$ 16,899	\$ 12,708	\$ (226)	\$ (0)

Town of Halton Hills - 2017 Development Charges Background Study
Cash Flow Analysis
Parking - Non-Industrial

Year	DC Reserve Fund Opening Balance	Dev't Related Expenditures		Existing External Debt Carrying Costs (P&I)	New Interim Financing (P&I) 3%; 10 Yr Term	Square Metres per Year	DC Rates w. Inflation (2%/Yr)	Anticipated Revenues	Revenues minus Expenditures	Interest Earnings (4%) / Costs (4%)	DC Reserve Fund Closing Balance after Financing
		Nominal	Inflated (2%/Yr)								
2017	\$ 57,802	\$ -	\$ -	\$ (12,810)	\$ -	3,335	\$ 0.38	\$ 1,271	\$ (11,539)	\$ 1,915	\$ 48,178
2018	\$ 48,178	\$ -	\$ -	\$ (12,810)	\$ -	6,670	\$ 0.39	\$ 2,593	\$ (10,217)	\$ 861	\$ 38,823
2019	\$ 38,823	\$ -	\$ -	\$ (12,810)	\$ -	6,670	\$ 0.40	\$ 2,645	\$ (10,165)	\$ 1,242	\$ 29,900
2020	\$ 29,900	\$ -	\$ -	\$ (12,810)	\$ -	6,670	\$ 0.40	\$ 2,698	\$ (10,112)	\$ 914	\$ 20,702
2021	\$ 20,702	\$ -	\$ -	\$ (12,810)	\$ -	6,670	\$ 0.41	\$ 2,752	\$ (10,058)	\$ 577	\$ 11,220
2022	\$ 11,220	\$ -	\$ -	\$ (12,810)	\$ -	19,060	\$ 0.42	\$ 8,020	\$ (4,790)	\$ 325	\$ 6,755
2023	\$ 6,755	\$ -	\$ -	\$ (12,810)	\$ -	19,060	\$ 0.43	\$ 8,181	\$ (4,629)	\$ 163	\$ 2,289
2024	\$ 2,289	\$ -	\$ -	\$ (12,810)	\$ -	19,060	\$ 0.44	\$ 8,344	\$ (4,466)	\$ 2	\$ (2,174)
2025	\$ (2,174)	\$ -	\$ -	\$ (12,810)	\$ -	19,060	\$ 0.45	\$ 8,511	\$ (4,299)	\$ (159)	\$ (6,632)
2026	\$ (6,632)	\$ -	\$ -	\$ (1,929)	\$ -	19,060	\$ 0.46	\$ 8,681	\$ 6,752	\$ (120)	\$ (0)

Town of Halton Hills - 2017 Development Charges Background Study
Cash Flow Analysis
Recreation and Parks - Residential

Year	DC Reserve Fund Opening Balance	Dev't Related Expenditures		Existing Debt Carrying Costs (P&I)	New Interim Financing (P&I) 3%; 10 Yr Term	SDE per Year	DC Rates w. Inflation (2%/Yr)	Anticipated Revenues	Revenues minus Expenditures	Transfers from Reserves ¹	Interest Earnings (4%) / Costs (4%)	DC Reserve Fund Closing Balance after Financing
		Nominal	Inflated (2%/Yr)									
2017	\$ (231,304)	\$ (6,716,414)	\$ (6,716,414)	\$ (2,826,585)	\$ (119,513)	209	\$ 7,621.18	\$ 1,591,152	\$ (8,071,360)	\$ 1,018,950	\$ (138,276)	\$ (7,421,991)
2018	\$ (7,421,991)	\$ (8,953,944)	\$ (9,133,023)	\$ (2,824,329)	\$ (238,844)	418	\$ 7,773.60	\$ 3,245,949	\$ (8,950,246)	\$ 1,017,396	\$ (419,094)	\$ (15,773,935)
2019	\$ (15,773,935)	\$ (605,340)	\$ (629,796)	\$ (2,821,980)	\$ (357,977)	418	\$ 7,929.07	\$ 3,310,868	\$ (498,885)	\$ 1,015,716	\$ (570,971)	\$ (15,828,075)
2020	\$ (15,828,075)	\$ (3,293,460)	\$ (3,495,046)	\$ (2,817,294)	\$ (476,960)	418	\$ 8,087.65	\$ 3,377,086	\$ (3,412,214)	\$ 1,014,424	\$ (626,592)	\$ (18,852,457)
2021	\$ (18,852,457)	\$ (918,270)	\$ (993,965)	\$ (2,810,776)	\$ (595,746)	418	\$ 8,249.41	\$ 3,444,627	\$ (955,860)	\$ 1,012,754	\$ (692,724)	\$ (19,488,286)
2022	\$ (19,488,286)	\$ (806,265)	\$ (890,182)	\$ (2,724,519)	\$ (714,372)	829	\$ 8,414.39	\$ 6,974,275	\$ 2,645,202	\$ 1,011,393	\$ (649,888)	\$ (16,481,579)
2023	\$ (16,481,579)	\$ (3,718,766)	\$ (4,187,935)	\$ (1,935,143)	\$ (832,843)	829	\$ 8,582.68	\$ 7,113,761	\$ 157,841	\$ 1,010,061	\$ (585,033)	\$ (15,898,710)
2024	\$ (15,898,710)	\$ (158,175)	\$ (181,693)	\$ (1,933,636)	\$ (951,166)	829	\$ 8,754.34	\$ 7,256,036	\$ 4,189,541	\$ 1,008,804	\$ (489,423)	\$ (11,189,788)
2025	\$ (11,189,788)	\$ -	\$ -	\$ (723,773)	\$ (951,166)	829	\$ 8,929.42	\$ 7,401,157	\$ 5,726,218	\$ -	\$ (306,422)	\$ (5,769,992)
2026	\$ (5,769,992)	\$ -	\$ -	\$ (723,773)	\$ (951,166)	829	\$ 9,108.01	\$ 7,549,180	\$ 5,874,241	\$ -	\$ (104,250)	\$ -

1. Forecast transfers from SILR reserve

Town of Halton Hills - 2017 Development Charges Background Study
Cash Flow Analysis
Recreation and Parks - Non-Residential

Year	DC Reserve Fund Opening Balance	Dev't Related Expenditures		Existing Debt Carrying Costs (P&I)	New Interim Financing (P&I) 3%; 10 Yr Term	Square Metres per Year	DC Rates w. Inflation (2%/Yr)	Anticipated Revenues	Revenues minus Expenditures	Transfers from Reserves ¹	Interest Earnings (4%) / Costs (4%)	DC Reserve Fund Closing Balance after Financing
		Nominal	Inflated (2%/Yr)									
2017	\$ (12,174)	\$ (353,495)	\$ (353,495)	\$ (148,768)	\$ (6,290)	35,265	\$ 2.33	\$ 82,080	\$ (426,473)	\$ 53,629	\$ (7,308)	\$ (392,326)
2018	\$ (392,326)	\$ (471,260)	\$ (480,685)	\$ (148,649)	\$ (12,571)	70,530	\$ 2.37	\$ 167,443	\$ (474,462)	\$ 53,547	\$ (22,182)	\$ (835,423)
2019	\$ (835,423)	\$ (31,860)	\$ (33,147)	\$ (148,525)	\$ (18,841)	70,530	\$ 2.42	\$ 170,792	\$ (29,721)	\$ 53,459	\$ (30,307)	\$ (841,992)
2020	\$ (841,992)	\$ (173,340)	\$ (183,950)	\$ (148,279)	\$ (25,103)	70,530	\$ 2.47	\$ 174,208	\$ (183,123)	\$ 53,391	\$ (33,372)	\$ (1,005,098)
2021	\$ (1,005,098)	\$ (48,330)	\$ (52,314)	\$ (147,936)	\$ (31,355)	70,530	\$ 2.52	\$ 177,692	\$ (53,912)	\$ 53,303	\$ (36,999)	\$ (1,042,706)
2022	\$ (1,042,706)	\$ (42,435)	\$ (46,852)	\$ (143,396)	\$ (37,599)	144,232	\$ 2.57	\$ 370,644	\$ 142,798	\$ 53,231	\$ (34,765)	\$ (881,441)
2023	\$ (881,441)	\$ (195,725)	\$ (220,418)	\$ (101,850)	\$ (43,834)	144,232	\$ 2.62	\$ 378,057	\$ 11,956	\$ 53,161	\$ (31,239)	\$ (847,563)
2024	\$ (847,563)	\$ (8,325)	\$ (9,563)	\$ (101,770)	\$ (50,061)	144,232	\$ 2.67	\$ 385,618	\$ 224,223	\$ 53,095	\$ (26,088)	\$ (596,333)
2025	\$ (596,333)	\$ -	\$ -	\$ (38,093)	\$ (50,061)	144,232	\$ 2.73	\$ 393,330	\$ 305,176	\$ -	\$ (16,330)	\$ (307,487)
2026	\$ (307,487)	\$ -	\$ -	\$ (38,093)	\$ (50,061)	144,232	\$ 2.78	\$ 401,197	\$ 313,042	\$ -	\$ (5,556)	\$ (0)

1. Forecast transfers from SILR reserve

Town of Halton Hills - 2017 Development Charges Background Study
Cash Flow Analysis
Library - Residential

Year	DC Reserve Fund Opening Balance	Dev't Related Expenditures		Existing Debt Carrying Costs (P&I)	New Interim Financing (P&I) 3%; 10 Yr Term	SDE per Year	DC Rates w. Inflation (2%/Yr)	Anticipated Revenues	Revenues minus Expenditures	Interest Earnings (4%) / Costs (4%)	DC Reserve Fund Closing Balance after Financing
		Nominal	Inflated (2%/Yr)								
2017	\$ (25,126)	\$ -	\$ -	\$ (371,399)	\$ -	209	\$ 1,010.41	\$ 210,953	\$ (160,446)	\$ (3,877)	\$ (189,449)
2018	\$ (189,449)	\$ -	\$ -	\$ (371,398)	\$ -	418	\$ 1,030.61	\$ 430,344	\$ 58,946	\$ (5,887)	\$ (136,390)
2019	\$ (136,390)	\$ -	\$ -	\$ (371,398)	\$ -	418	\$ 1,051.23	\$ 438,951	\$ 67,553	\$ (3,776)	\$ (72,614)
2020	\$ (72,614)	\$ -	\$ -	\$ (371,398)	\$ -	418	\$ 1,072.25	\$ 447,730	\$ 76,332	\$ (1,268)	\$ 2,451
2021	\$ 2,451	\$ -	\$ -	\$ (371,398)	\$ -	418	\$ 1,093.70	\$ 456,684	\$ 85,286	\$ 1,659	\$ 89,396
2022	\$ 89,396	\$ -	\$ -	\$ (371,398)	\$ -	829	\$ 1,115.57	\$ 924,641	\$ 553,243	\$ 13,469	\$ 656,108
2023	\$ 656,108	\$ (2,447,749)	\$ (2,756,563)	\$ (371,398)	\$ -	829	\$ 1,137.88	\$ 943,133	\$ (2,184,827)	\$ (16,056)	\$ (1,544,775)
2024	\$ (1,544,775)	\$ -	\$ -	\$ (371,398)	\$ -	829	\$ 1,160.64	\$ 961,996	\$ 590,598	\$ (45,981)	\$ (1,000,158)
2025	\$ (1,000,158)	\$ (85,500)	\$ (100,177)	\$ (371,398)	\$ -	829	\$ 1,183.85	\$ 981,236	\$ 509,661	\$ (27,428)	\$ (517,925)
2026	\$ (517,925)	\$ (85,500)	\$ (102,180)	\$ (371,398)	\$ -	829	\$ 1,207.53	\$ 1,000,861	\$ 527,282	\$ (9,358)	\$ -

Town of Halton Hills - 2017 Development Charges Background Study
Cash Flow Analysis
Library - Non-Residential

Year	DC Reserve Fund Opening Balance	Dev't Related Expenditures		Existing Debt Carrying Costs (P&I)	New Interim Financing (P&I) 3%; 10 Yr Term	Square Metres per Year	DC Rates w. Inflation (2%/Yr)	Anticipated Revenues	Revenues minus Expenditures	Interest Earnings (4%) / Costs (4%)	DC Reserve Fund Closing Balance after Financing
		Nominal	Inflated (2%/Yr)								
2017	\$ (1,322)	\$ -	\$ -	\$ (19,547)	\$ -	35,265	\$ 0.31	\$ 10,882	\$ (8,665)	\$ (208)	\$ (10,196)
2018	\$ (10,196)	\$ -	\$ -	\$ (19,547)	\$ -	70,530	\$ 0.31	\$ 22,199	\$ 2,652	\$ (326)	\$ (7,870)
2019	\$ (7,870)	\$ -	\$ -	\$ (19,547)	\$ -	70,530	\$ 0.32	\$ 22,643	\$ 3,096	\$ (233)	\$ (5,006)
2020	\$ (5,006)	\$ -	\$ -	\$ (19,547)	\$ -	70,530	\$ 0.33	\$ 23,096	\$ 3,549	\$ (119)	\$ (1,576)
2021	\$ (1,576)	\$ -	\$ -	\$ (19,547)	\$ -	70,530	\$ 0.33	\$ 23,558	\$ 4,011	\$ 16	\$ 2,450
2022	\$ 2,450	\$ -	\$ -	\$ (19,547)	\$ -	144,232	\$ 0.34	\$ 49,140	\$ 29,592	\$ 635	\$ 32,677
2023	\$ 32,677	\$ (128,829)	\$ (145,082)	\$ (19,547)	\$ -	144,232	\$ 0.35	\$ 50,122	\$ (114,507)	\$ (904)	\$ (82,734)
2024	\$ (82,734)	\$ -	\$ -	\$ (19,547)	\$ -	144,232	\$ 0.35	\$ 51,125	\$ 31,577	\$ (2,464)	\$ (53,620)
2025	\$ (53,620)	\$ (4,500)	\$ (5,272)	\$ (19,547)	\$ -	144,232	\$ 0.36	\$ 52,147	\$ 27,327	\$ (1,470)	\$ (27,763)
2026	\$ (27,763)	\$ (4,500)	\$ (5,378)	\$ (19,547)	\$ -	144,232	\$ 0.37	\$ 53,190	\$ 28,265	\$ (502)	\$ (0)

Town of Halton Hills - 2017 Development Charges Background Study
Cash Flow Analysis
Administration - Residential

Year	DC Reserve Fund Opening Balance	Dev't Related Expenditures		Existing Debt Carrying Costs (P&I)	New Interim Financing (P&I) 3%; 10 Yr Term	SDE per Year	DC Rates w. Inflation (2%/Yr)	Anticipated Revenues	Revenues minus Expenditures	Interest Earnings (4%) / Costs (4%)	DC Reserve Fund Closing Balance after Financing
		Nominal	Inflated (2%/Yr)								
2017	\$ 199,417	\$ (944,275)	\$ (944,275)	\$ -	\$ -	209	\$ 390.48	\$ 81,524	\$ (862,751)	\$ (8,536)	\$ (671,871)
2018	\$ (671,871)	\$ (724,678)	\$ (739,172)	\$ -	\$ -	418	\$ 398.29	\$ 166,310	\$ (572,862)	\$ (35,266)	\$ (1,279,998)
2019	\$ (1,279,998)	\$ (184,536)	\$ (191,991)	\$ -	\$ -	418	\$ 406.25	\$ 169,636	\$ (22,355)	\$ (47,515)	\$ (1,349,868)
2020	\$ (1,349,868)	\$ (41,568)	\$ (44,112)	\$ -	\$ -	418	\$ 414.38	\$ 173,029	\$ 128,916	\$ (47,303)	\$ (1,268,256)
2021	\$ (1,268,256)	\$ (200,672)	\$ (217,214)	\$ -	\$ -	418	\$ 422.67	\$ 176,489	\$ (40,725)	\$ (47,421)	\$ (1,356,401)
2022	\$ (1,356,401)	\$ (70,272)	\$ (77,586)	\$ -	\$ -	829	\$ 431.12	\$ 357,334	\$ 279,748	\$ (44,768)	\$ (1,121,421)
2023	\$ (1,121,421)	\$ (112,320)	\$ (126,491)	\$ -	\$ -	829	\$ 439.74	\$ 364,481	\$ 237,990	\$ (36,889)	\$ (920,320)
2024	\$ (920,320)	\$ (25,344)	\$ (29,112)	\$ -	\$ -	829	\$ 448.54	\$ 371,771	\$ 342,658	\$ (27,563)	\$ (605,225)
2025	\$ (605,225)	\$ -	\$ -	\$ -	\$ -	829	\$ 457.51	\$ 379,206	\$ 379,206	\$ (15,295)	\$ (241,314)
2026	\$ (241,314)	\$ (118,080)	\$ (141,117)	\$ -	\$ -	829	\$ 466.66	\$ 386,790	\$ 245,674	\$ (4,360)	\$ (0)

Town of Halton Hills - 2017 Development Charges Background Study
Cash Flow Analysis
Administration - Non-Residential

Year	DC Reserve Fund Opening Balance	Dev't Related Expenditures		Existing Debt Carrying Costs (P&I)	New Interim Financing (P&I) 3%; 10 Yr Term	Square Metres per Year	DC Rates w. Inflation (2%/Yr)	Anticipated Revenues	Revenues minus Expenditures	Interest Earnings (4%) / Costs (4%)	DC Reserve Fund Closing Balance after Financing
		Nominal	Inflated (2%/Yr)								
2017	\$ 112,172	\$ (531,155)	\$ (531,155)	\$ -	\$ -	35,265	\$ 1.27	\$ 44,946	\$ (486,209)	\$ (4,818)	\$ (378,856)
2018	\$ (378,856)	\$ (407,631)	\$ (415,784)	\$ -	\$ -	70,530	\$ 1.30	\$ 91,690	\$ (324,095)	\$ (19,905)	\$ (722,855)
2019	\$ (722,855)	\$ (103,801)	\$ (107,995)	\$ -	\$ -	70,530	\$ 1.33	\$ 93,523	\$ (14,471)	\$ (26,867)	\$ (764,194)
2020	\$ (764,194)	\$ (23,382)	\$ (24,813)	\$ -	\$ -	70,530	\$ 1.35	\$ 95,394	\$ 70,581	\$ (26,824)	\$ (720,437)
2021	\$ (720,437)	\$ (112,878)	\$ (122,183)	\$ -	\$ -	70,530	\$ 1.38	\$ 97,302	\$ (24,881)	\$ (26,970)	\$ (772,288)
2022	\$ (772,288)	\$ (39,528)	\$ (43,642)	\$ -	\$ -	144,232	\$ 1.41	\$ 202,959	\$ 159,317	\$ (25,489)	\$ (638,460)
2023	\$ (638,460)	\$ (63,180)	\$ (71,151)	\$ -	\$ -	144,232	\$ 1.44	\$ 207,018	\$ 135,867	\$ (20,995)	\$ (523,588)
2024	\$ (523,588)	\$ (14,256)	\$ (16,376)	\$ -	\$ -	144,232	\$ 1.46	\$ 211,159	\$ 194,783	\$ (15,684)	\$ (344,489)
2025	\$ (344,489)	\$ -	\$ -	\$ -	\$ -	144,232	\$ 1.49	\$ 215,382	\$ 215,382	\$ (8,714)	\$ (137,821)
2026	\$ (137,821)	\$ (66,420)	\$ (79,378)	\$ -	\$ -	144,232	\$ 1.52	\$ 219,689	\$ 140,311	\$ (2,490)	\$ -

Town of Halton Hills - 2017 Development Charges Background Study
Cash Flow Analysis
Administration - Industrial

Year	DC Reserve Fund Opening Balance	Dev't Related Expenditures		Existing Debt Carrying Costs (P&I)	New Interim Financing (P&I) 3%; 10 Yr Term	Square Metres per Year	DC Rates w. Inflation (2%/Yr)	Anticipated Revenues	Revenues minus Expenditures	Interest Earnings (4%) / Costs (4%)	DC Reserve Fund Closing Balance after Financing
		Nominal	Inflated (2%/Yr)								
2017	\$ 71,790	\$ (360,059)	\$ (360,059)	\$ -	\$ -	31,930	\$ 0.96	\$ 30,740	\$ (329,318)	\$ (3,418)	\$ (260,946)
2018	\$ (260,946)	\$ (264,266)	\$ (269,551)	\$ -	\$ -	63,860	\$ 0.98	\$ 62,710	\$ (206,841)	\$ (13,409)	\$ (481,195)
2019	\$ (481,195)	\$ (68,507)	\$ (71,275)	\$ -	\$ -	63,860	\$ 1.00	\$ 63,965	\$ (7,310)	\$ (17,842)	\$ (506,348)
2020	\$ (506,348)	\$ (14,965)	\$ (15,880)	\$ -	\$ -	63,860	\$ 1.02	\$ 65,244	\$ 49,363	\$ (17,725)	\$ (474,710)
2021	\$ (474,710)	\$ (74,257)	\$ (80,378)	\$ -	\$ -	63,860	\$ 1.04	\$ 66,549	\$ (13,829)	\$ (17,724)	\$ (506,263)
2022	\$ (506,263)	\$ (25,298)	\$ (27,931)	\$ -	\$ -	125,172	\$ 1.06	\$ 133,052	\$ 105,121	\$ (16,696)	\$ (417,838)
2023	\$ (417,838)	\$ (43,264)	\$ (48,722)	\$ -	\$ -	125,172	\$ 1.08	\$ 135,713	\$ 86,991	\$ (13,776)	\$ (344,623)
2024	\$ (344,623)	\$ (9,124)	\$ (10,480)	\$ -	\$ -	125,172	\$ 1.11	\$ 138,427	\$ 127,947	\$ (10,328)	\$ (227,004)
2025	\$ (227,004)	\$ -	\$ -	\$ -	\$ -	125,172	\$ 1.13	\$ 141,196	\$ 141,196	\$ (5,756)	\$ (91,564)
2026	\$ (91,564)	\$ (42,509)	\$ (50,802)	\$ -	\$ -	125,172	\$ 1.15	\$ 144,020	\$ 93,218	\$ (1,654)	\$ -

Town of Halton Hills - 2017 Development Charges Background Study
Cash Flow Analysis
Administration - Non-Industrial

Year	DC Reserve Fund Opening Balance	Dev't Related Expenditures		Existing Debt Carrying Costs (P&I)	New Interim Financing (P&I) 3%; 10 Yr Term	Square Metres per Year	DC Rates w. Inflation (2%/Yr)	Anticipated Revenues	Revenues minus Expenditures	Interest Earnings (4%) / Costs (4%)	DC Reserve Fund Closing Balance after Financing
		Nominal	Inflated (2%/Yr)								
2017	\$ 40,382	\$ (171,096)	\$ (171,096)	\$ -	\$ -	3,335	\$ 3.56	\$ 11,874	\$ (159,223)	\$ (1,444)	\$ (120,284)
2018	\$ (120,284)	\$ (143,366)	\$ (146,233)	\$ -	\$ -	6,670	\$ 3.63	\$ 24,222	\$ (122,011)	\$ (6,671)	\$ (248,967)
2019	\$ (248,967)	\$ (35,294)	\$ (36,720)	\$ -	\$ -	6,670	\$ 3.70	\$ 24,707	\$ (12,013)	\$ (9,383)	\$ (270,363)
2020	\$ (270,363)	\$ (8,418)	\$ (8,933)	\$ -	\$ -	6,670	\$ 3.78	\$ 25,201	\$ 16,268	\$ (9,650)	\$ (263,745)
2021	\$ (263,745)	\$ (38,621)	\$ (41,805)	\$ -	\$ -	6,670	\$ 3.85	\$ 25,705	\$ (16,100)	\$ (10,002)	\$ (289,847)
2022	\$ (289,847)	\$ (14,230)	\$ (15,711)	\$ -	\$ -	19,060	\$ 3.93	\$ 74,917	\$ 59,206	\$ (9,577)	\$ (240,218)
2023	\$ (240,218)	\$ (19,916)	\$ (22,429)	\$ -	\$ -	19,060	\$ 4.01	\$ 76,416	\$ 53,987	\$ (7,847)	\$ (194,078)
2024	\$ (194,078)	\$ (5,132)	\$ (5,895)	\$ -	\$ -	19,060	\$ 4.09	\$ 77,944	\$ 72,049	\$ (5,816)	\$ (127,846)
2025	\$ (127,846)	\$ -	\$ -	\$ -	\$ -	19,060	\$ 4.17	\$ 79,503	\$ 79,503	\$ (3,242)	\$ (51,585)
2026	\$ (51,585)	\$ (23,911)	\$ (28,576)	\$ -	\$ -	19,060	\$ 4.25	\$ 81,093	\$ 52,517	\$ (932)	\$ 0

Town of Halton Hills - 2017 Development Charges Background Study
Cash Flow Analysis
Stormwater Management - Residential

Year	DC Reserve Fund Opening Balance	Dev't Related Expenditures		Existing Debt Carrying Costs (P&I)	New Interim Financing (P&I) 3%; 10 Yr Term	SDE per Year	DC Rates w. Inflation (2%/Yr)	Anticipated Revenues	Revenues minus Expenditures	Interest Earnings (4%) / Costs (4%)	DC Reserve Fund Closing Balance after Financing
		Nominal	Inflated (2%/Yr)								
2017	\$ 1,114,029	\$ (1,223,803)	\$ (1,223,803)	\$ (83,035)	\$ -	209	\$ 177.05	\$ 36,965	\$ (1,269,873)	\$ 17,631	\$ (138,213)
2018	\$ (138,213)	\$ (21,243)	\$ (21,668)	\$ (83,035)	\$ -	418	\$ 180.59	\$ 75,408	\$ (29,295)	\$ (5,625)	\$ (173,134)
2019	\$ (173,134)	\$ (21,243)	\$ (22,102)	\$ (83,035)	\$ -	418	\$ 184.20	\$ 76,916	\$ (28,220)	\$ (6,891)	\$ (208,244)
2020	\$ (208,244)	\$ (21,243)	\$ (22,544)	\$ (83,035)	\$ -	418	\$ 187.89	\$ 78,454	\$ (27,124)	\$ (8,162)	\$ (243,531)
2021	\$ (243,531)	\$ (21,243)	\$ (22,995)	\$ (83,035)	\$ -	418	\$ 191.65	\$ 80,024	\$ (26,006)	\$ (9,440)	\$ (278,977)
2022	\$ (278,977)	\$ (21,243)	\$ (23,454)	\$ (83,035)	\$ -	829	\$ 195.48	\$ 162,022	\$ 55,533	\$ (9,245)	\$ (232,689)
2023	\$ (232,689)	\$ (21,243)	\$ (23,924)	\$ (83,035)	\$ -	829	\$ 199.39	\$ 165,263	\$ 58,304	\$ (7,490)	\$ (181,874)
2024	\$ (181,874)	\$ (21,243)	\$ (24,402)	\$ (83,035)	\$ -	829	\$ 203.38	\$ 168,568	\$ 61,131	\$ (5,568)	\$ (126,311)
2025	\$ (126,311)	\$ (21,243)	\$ (24,890)	\$ (83,035)	\$ -	829	\$ 207.44	\$ 171,939	\$ 64,014	\$ (3,470)	\$ (65,767)
2026	\$ (65,767)	\$ (21,243)	\$ (25,388)	\$ (83,035)	\$ -	829	\$ 211.59	\$ 175,378	\$ 66,955	\$ (1,188)	\$ 0

**Town of Halton Hills - 2017 Development Charges Background Study
Cash Flow Analysis
Stormwater Management - Non-Residential**

Year	DC Reserve Fund Opening Balance	Dev't Related Expenditures		Existing Debt Carrying Costs (P&I)	New Interim Financing (P&I) 3%; 10 Yr Term	Square Metres per Year	DC Rates w. Inflation (2%/Yr)	Anticipated Revenues	Revenues minus Expenditures	Interest Earnings (4%) / Costs (4%)	DC Reserve Fund Closing Balance after Financing
		Nominal	Inflated (2%/Yr)								
2017	\$ 626,642	\$ (688,389)	\$ (688,389)	\$ (46,707)	\$ -	35,265	\$ 0.58	\$ 20,379	\$ (714,717)	\$ 9,910	\$ (78,166)
2018	\$ (78,166)	\$ (11,949)	\$ (12,188)	\$ (46,707)	\$ -	70,530	\$ 0.59	\$ 41,574	\$ (17,322)	\$ (3,195)	\$ (98,683)
2019	\$ (98,683)	\$ (11,949)	\$ (12,432)	\$ (46,707)	\$ -	70,530	\$ 0.60	\$ 42,405	\$ (16,734)	\$ (3,939)	\$ (119,356)
2020	\$ (119,356)	\$ (11,949)	\$ (12,681)	\$ (46,707)	\$ -	70,530	\$ 0.61	\$ 43,253	\$ (16,134)	\$ (4,689)	\$ (140,180)
2021	\$ (140,180)	\$ (11,949)	\$ (12,934)	\$ (46,707)	\$ -	70,530	\$ 0.63	\$ 44,118	\$ (15,523)	\$ (5,444)	\$ (161,147)
2022	\$ (161,147)	\$ (11,949)	\$ (13,193)	\$ (46,707)	\$ -	144,232	\$ 0.64	\$ 92,026	\$ 32,125	\$ (5,339)	\$ (134,361)
2023	\$ (134,361)	\$ (11,949)	\$ (13,457)	\$ (46,707)	\$ -	144,232	\$ 0.65	\$ 93,866	\$ 33,702	\$ (4,324)	\$ (104,983)
2024	\$ (104,983)	\$ (11,949)	\$ (13,726)	\$ (46,707)	\$ -	144,232	\$ 0.66	\$ 95,743	\$ 35,310	\$ (3,214)	\$ (72,887)
2025	\$ (72,887)	\$ (11,949)	\$ (14,001)	\$ (46,707)	\$ -	144,232	\$ 0.68	\$ 97,658	\$ 36,951	\$ (2,002)	\$ (37,938)
2026	\$ (37,938)	\$ (11,949)	\$ (14,281)	\$ (46,707)	\$ -	144,232	\$ 0.69	\$ 99,611	\$ 38,624	\$ (685)	\$ 0

Town of Halton Hills - 2017 Development Charges Background Study
Cash Flow Analysis
Stormwater Management - Industrial

Year	DC Reserve Fund Opening Balance	Dev't Related Expenditures		Existing Debt Carrying Costs (P&I)	New Interim Financing (P&I) 3%; 10 Yr Term	Square Metres per Year	DC Rates w. Inflation (2%/Yr)	Anticipated Revenues	Revenues minus Expenditures	Interest Earnings (4%) / Costs (4%)	DC Reserve Fund Closing Balance after Financing
		Nominal	Inflated (2%/Yr)								
2017	\$ 429,106	\$ (471,389)	\$ (471,389)	\$ (31,984)	\$ -	31,930	\$ 0.45	\$ 14,359	\$ (489,014)	\$ 6,793	\$ (53,115)
2018	\$ (53,115)	\$ (8,183)	\$ (8,346)	\$ (31,984)	\$ -	63,860	\$ 0.46	\$ 29,292	\$ (11,038)	\$ (2,158)	\$ (66,310)
2019	\$ (66,310)	\$ (8,183)	\$ (8,513)	\$ (31,984)	\$ -	63,860	\$ 0.47	\$ 29,878	\$ (10,619)	\$ (2,636)	\$ (79,564)
2020	\$ (79,564)	\$ (8,183)	\$ (8,683)	\$ (31,984)	\$ -	63,860	\$ 0.48	\$ 30,476	\$ (10,192)	\$ (3,115)	\$ (92,871)
2021	\$ (92,871)	\$ (8,183)	\$ (8,857)	\$ (31,984)	\$ -	63,860	\$ 0.49	\$ 31,085	\$ (9,756)	\$ (3,597)	\$ (106,224)
2022	\$ (106,224)	\$ (8,183)	\$ (9,034)	\$ (31,984)	\$ -	125,172	\$ 0.50	\$ 62,149	\$ 21,131	\$ (3,520)	\$ (88,613)
2023	\$ (88,613)	\$ (8,183)	\$ (9,215)	\$ (31,984)	\$ -	125,172	\$ 0.51	\$ 63,392	\$ 22,193	\$ (2,853)	\$ (69,273)
2024	\$ (69,273)	\$ (8,183)	\$ (9,399)	\$ (31,984)	\$ -	125,172	\$ 0.52	\$ 64,660	\$ 23,277	\$ (2,121)	\$ (48,117)
2025	\$ (48,117)	\$ (8,183)	\$ (9,587)	\$ (31,984)	\$ -	125,172	\$ 0.53	\$ 65,953	\$ 24,382	\$ (1,322)	\$ (25,057)
2026	\$ (25,057)	\$ (8,183)	\$ (9,779)	\$ (31,984)	\$ -	125,172	\$ 0.54	\$ 67,272	\$ 25,509	\$ (453)	\$ (0)

**Town of Halton Hills - 2017 Development Charges Background Study
Cash Flow Analysis
Stormwater Management - Non-Industrial**

Year	DC Reserve Fund Opening Balance	Dev't Related Expenditures		Existing Debt Carrying Costs (P&I)	New Interim Financing (P&I) 3%; 10 Yr Term	Square Metres per Year	DC Rates w. Inflation (2%/Yr)	Anticipated Revenues	Revenues minus Expenditures	Interest Earnings (4%) / Costs (4%)	DC Reserve Fund Closing Balance after Financing
		Nominal	Inflated (2%/Yr)								
2017	\$ 197,536	\$ (217,000)	\$ (217,000)	\$ (14,723)	\$ -	3,335	\$ 1.52	\$ 5,062	\$ (226,662)	\$ 3,099	\$ (26,028)
2018	\$ (26,028)	\$ (3,767)	\$ (3,842)	\$ (14,723)	\$ -	6,670	\$ 1.55	\$ 10,326	\$ (8,240)	\$ (1,109)	\$ (35,377)
2019	\$ (35,377)	\$ (3,767)	\$ (3,919)	\$ (14,723)	\$ -	6,670	\$ 1.58	\$ 10,532	\$ (8,110)	\$ (1,451)	\$ (44,938)
2020	\$ (44,938)	\$ (3,767)	\$ (3,997)	\$ (14,723)	\$ -	6,670	\$ 1.61	\$ 10,743	\$ (7,978)	\$ (1,801)	\$ (54,717)
2021	\$ (54,717)	\$ (3,767)	\$ (4,077)	\$ (14,723)	\$ -	6,670	\$ 1.64	\$ 10,958	\$ (7,843)	\$ (2,158)	\$ (64,718)
2022	\$ (64,718)	\$ (3,767)	\$ (4,159)	\$ (14,723)	\$ -	19,060	\$ 1.68	\$ 31,937	\$ 13,054	\$ (2,141)	\$ (53,805)
2023	\$ (53,805)	\$ (3,767)	\$ (4,242)	\$ (14,723)	\$ -	19,060	\$ 1.71	\$ 32,575	\$ 13,610	\$ (1,730)	\$ (41,924)
2024	\$ (41,924)	\$ (3,767)	\$ (4,327)	\$ (14,723)	\$ -	19,060	\$ 1.74	\$ 33,227	\$ 14,177	\$ (1,282)	\$ (29,030)
2025	\$ (29,030)	\$ (3,767)	\$ (4,413)	\$ (14,723)	\$ -	19,060	\$ 1.78	\$ 33,891	\$ 14,755	\$ (797)	\$ (15,072)
2026	\$ (15,072)	\$ (3,767)	\$ (4,502)	\$ (14,723)	\$ -	19,060	\$ 1.81	\$ 34,569	\$ 15,344	\$ (272)	\$ 0

Table D-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

SERVICE	ANNUAL LIFECYCLE EXPENDITURES	ANNUAL OPERATING EXPENDITURES	TOTAL ANNUAL EXPENDITURES
1. Stormwater Management	79,352	1,458	80,810
1. Transportation	5,648,693	898,581	6,547,274
2. Fire Services	275,952	450,932	726,884
3. Transit Services	34,978	138,085	173,063
4. Parking Services		-	-
5. Recreation and Parks	3,480,164	2,389,867	5,870,031
6. Library Services	183,992	772,267	956,259
7. Administration		-	-
Total	9,703,131	4,651,191	14,354,322

Appendix E – Proposed D.C. By-law



BY-LAW NO. 2017-XXXX

A By-law to Establish Development Charges for the Town of Halton Hills and to repeal By-law Number 2012-0056.

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 July 10, 2017;

AND WHEREAS the Council of the Town had before it a report entitled Development Charge Background Study dated June 23, 2017, 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 August 28, 2017 approved the Development Charge Background Study, dated June 23, 2017 (as amended), 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 or retail Development;
- (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) “**Board of Education**” means a board defined in s.s.1(1) of the *Education Act*, R.S.O. 1990, c. E.2, as amended;
- (8) “**Building Code Act**” means the *Building Code Act, 1992, S.O. 1992, c. 23 as amended*;
- (9) “**Building**” means a permanent enclosed structure occupying an area greater than ten square metres (10 m²) 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;

- (10) “**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).
- (11) “**Council**” means the Council of the Corporation of the Town of Halton Hills;
- (12) “**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;
- (13) “**Development Charge**” means a charge imposed pursuant to this by-law;
- (14) “**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;

- (15) “**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;
- (16) “**Grade**” means the average level of finished ground adjoining a Building or structure at all exterior walls;
- (17) “**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;
- (18) “**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) shall not include self-storage facilities or retail warehouses

- (19) “**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;
- (20) “**Lot Coverage**” means the Total Floor Area compared with the total lot area;
- (21) “**Mezzanine**” means an intermediate floor assembly between the floor and ceiling of any room or storey and includes an interior balcony;
- (22) “**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;
- (23) “**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;
- (24) “**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;
- (25) “**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;
- (26) “**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;
- (27) “**Official Plan**” means the Official Plan of the Town and any amendments thereto;
- (28) “**Other 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 or Industrial Development;

- (29) “**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;
- (30) “**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;
- (31) “**Planning Act**” means the *Planning Act*, R.S.O. 1990, c. P.13, as amended;
- (32) “**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;
- (33) “**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;
- (34) “**Regulation**” means any regulation made pursuant to the *Act*;
- (35) “**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;
- (36) “**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;
- (37) “**retail development**”, means a development of land or buildings which are designed or intended for retail;
- (38) “**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;
- (39) “**Services**” means those services designated in Schedule “A” to this By-law;

- (40) **“Single Detached Dwelling”** means a completely detached Building containing only one Dwelling Unit;
- (41) **“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;

- (42) **“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;

- (43) **“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;

- (44) **“Temporary Non-Residential Unit”** means a Buildings 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
- (45) **“Temporary Residential Unit”** means a Buildings 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 13; 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 13; and
 - (d) In the case of Other Non-residential Development, or the Other Non-residential 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 13; 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 13.

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;

- (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 of an existing Dwelling Unit or the creation of one or two additional Dwelling Units in an existing Single Detached Dwelling, provided that the total Residential Gross Floor Area of the Dwelling Units created does not exceed the Residential Gross Floor Area of the existing Dwelling Unit prior to the enlargement; or
 - (b) the creation of one additional Dwelling Unit in any other existing Residential Building, provided that the Residential Gross Floor Area of the additional Dwelling Unit does not exceed the Residential Gross Floor Area of the smallest existing Dwelling Unit.
- (7) 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.

- (8) 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.
- (9) 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 Development Charges Act, 1997, as amended or its predecessor legislation.
- (10) This By-law shall not apply to the 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
- (a) For greater certainty in applying the exemption in section 4(10), 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.

APPROVAL FOR DEVELOPMENT

4.

- (1)
 - (b) the passing of a zoning by-law or an amendment thereto under section 34 of the *Planning Act*;
 - (c) the approval of a minor variance under section 45 of the *Planning Act*;
 - (d) a conveyance of land to which a by-law passed under section 50(7) of the *Planning Act* applies;
 - (e) the approval of a plan of subdivision under section 51 of the *Planning Act*;
 - (f) a consent under section 53 of the *Planning Act*;
 - (g) the approval of a description under section 9 of the *Condominium Act, 1998*, S.O. 1998, c. 19, as amended; or
 - (h) 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 4(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 4(1).

- (3) If a Development does not require a building permit but does require one or more of the approvals described in section 4(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

5. 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

6.
 - (1) Where two or more of the actions described in section 4(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 6(1), if two or more of the actions described in section 4(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

7.
 - (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 7(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 7(2) shall not be charged to any Development Charge reserve fund.

DEMOLITION CREDITS FOR REDEVELOPMENT OF LAND

8. 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 Manager of Planning Policy and Director of Corporate Services or designate; and

- (5) Notwithstanding subsection 8(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

9. 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) Subject to subsection (5) below, 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 Director of Corporate Services and Treasurer or designate; and

- (5) Notwithstanding subsections (1) to (4) above, where the conversion is from a Non-residential, Non-retail Development to a retail Development:
- (a) an exemption from the incremental Development Charge amount prescribed by clause 9(2)(b) will be provided if the non-retail Total Floor Area being converted to a retail Development is less than or equal to three thousand square feet (3,000 ft.²) [two hundred and seventy-eight and seven-tenths square meters (278.7 m²)], inclusive;
 - (b) the exemption contained in this subsection is provided on a one- time basis only, even if the conversion from non-retail to retail is less than three thousand square feet (3,000 ft.²) [two hundred and seventy-eight and seven-tenths square meters (278.7 m²)]; and
 - (c) if the conversion from non-retail to retail is greater than three thousand square feet (3,000 ft.²) [two hundred and seventy-eight and seven-tenths square meters (278.7 m²)] subsections (1) to (4) above apply, but only to the extent of the three thousand square feet (3,000 ft.²) [two hundred and seventy-eight and seven-tenths square meters (278.7 m²)] limit prescribed in subsection 5(a).

TIMING OF CALCULATION AND PAYMENT

10.

- (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) Payment of a Development Charge may be deferred subject to terms and conditions set out by Town Policy.

RESERVE FUNDS

11.

- (1) Monies received from payment of Development Charges shall be maintained in a separate reserve fund for each 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 Director of Corporate Services and Treasurer to divide the reserve funds created hereunder into separate sub-accounts in accordance with the 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 10(4), the monies so collected shall be credited to the Development Charge reserve funds referred to in section 11(1).
- (6) The Town's Director of Corporate Services and Treasurer shall in each year, commencing in 2018 for the 2017 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

12.

- (1) Where this By-law or any Development Charge prescribed hereunder is amended or repealed either by order of the Ontario Municipal Board 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 12(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 12(1) shall include the interest owed under this section.

BY-LAW INDEXING

13. 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 most recent twelve-month change in the Statistics Canada Quarterly, “Construction Price Statistics”.

BY-LAW ADMINISTRATION

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

SCHEDULES TO THE BY-LAW

15. 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

SEVERABILITY

16. 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

17. 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

18. This By-law shall come into force and effect on September 1, 2017.

SHORT TITLE

19. This By-law may be cited as the “Town of Halton Hills Development Charge By-law, 2017.”

REPEAL

20. By-law No. 2012-0056 is 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 28th day of August, 2017.

MAYOR -

TOWN CLERK -

SCHEDULE "A"
DESIGNATED MUNICIPAL SERVICES UNDER THIS BY-LAW

1. Transportation Service
2. Fire Services
3. Transit Services
4. Parking Services
5. Recreation and Parks
6. Library Services
7. Administration
8. Stormwater Management

SCHEDULE "B"
SCHEDULE OF DEVELOPMENT CHARGES

Service	RESIDENTIAL (\$)						NON-RESIDENTIAL (\$)	
	Single and Semi-Detached Dwelling	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Multiples - 3 Bedrooms +	Multiples - Less than 3 Bedrooms	Special Care/Special Dwelling Units	Industrial (per m ² of Gross Floor Area)	Non-Industrial (per m ² of Gross Floor Area)
Municipal Wide Services:								
Transportation	5,840	2,853	2,131	4,716	3,424	1,678	14.03	47.68
Fire Services	442	216	161	357	259	127	1.06	3.61
Transit Services	16	8	6	13	9	4	0.04	0.13
Parking Services	44	22	16	36	26	13	0.11	0.38
Recreation and Parks	7,621	3,723	2,781	6,154	4,468	2,190	2.33	2.33
Library Services	1,010	494	369	816	592	290	0.31	0.31
Administration	390	191	143	315	229	112	0.96	3.56
Stormwater Management	177	86	65	143	104	51	0.45	1.52
Total Municipal Wide Services	15,542	7,593	5,672	12,550	9,111	4,465	19.30	59.52

Appendix F – Local Service Policy

Appendix F – Draft 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 parks and recreation 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.