Town of Halton Hills
2017 Development Charges Background Study

For Public Circulation and Comment

June 23, 2017

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Planning for growth

Contents

List of Acronyms and Abbreviations

A.M.P.	Asset Management Plan
D.C.	Development Charge
D.C.A.	Development Charges Act
E.S.A.	Environmentally Safe Area
G.F.A.	Gross floor area
mm	Millimeters
N.F.P.O.W.	No fixed place of work
O.M.B.	Ontario Municipal Board
O.Reg.	Ontario Regulation
para.	Paragraph
P.P.U.	Persons per unit
R.S.O.	Revised Statute of Ontario
sq.ft.	Square foot
s.s.	Subsection

1. Introduction

1.1 Purpose of this Document

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

The Town retained Watson & Associates Economists Ltd. (Watson) to undertake the D.C. Background Study process in 2016. Watson worked with Town staff and received input from the Town's D.C. Steering Committee and Senior Management Team in preparing this D.C. analysis and the policy recommendations.

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

This report has been prepared, in the first instance, to meet the statutory requirements applicable to the Town's D.C. Background Study, as summarized in Chapter 4. It also addresses the forecast amount, type and location of growth (Chapter 3), the requirement for "rules" governing the imposition of the charges (Chapter 7), Asset Management Plan requirements under the D.C.A. (Chapter 8), and the proposed by-law to be made available as part of the approval process (Appendix E).

In addition, the report is designed to set out sufficient background on the legislation, the Town's current D.C. policy (Chapter 2) and the policies underlying the proposed by-law, to make the exercise understandable to interested parties. Finally, the D.C. Background Study addresses post-adoption implementation requirements (Chapter 9) which are critical to the successful application of the new policy.

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

1.2 Summary of the Process

The public meeting required under Section 12 of the D.C.A., 1997, has been scheduled for July 10, 2017. Its purpose is to present the study to the public and to solicit public input on the proposed D.C. by-law. The meeting is also being held to answer any questions regarding the study's purpose and methodology. Figure 1-1 outlines the proposed schedule to be followed with respect to the D.C. by-law adoption process.

In accordance with the legislation, the D.C. Background Study and proposed D.C. By-Law were available for public review on June 23, 2017.

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

- consideration of responses received prior to, at or immediately following the public meeting; and
- finalization of the study and Council consideration of the by-law on August 28, 2017.

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.	Council considers adoption of D.C. background study and passage of by-law	August 28, 2017
8.	Newspaper notice given of by-law passage	By 20 days after passage
9.	Last day for by-law appeal	40 days after passage
10.	Town makes available D.C. pamphlet	by 60 days after in force date

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

2.1 By-law Enactment

On July 9, 2012, the Town of Halton Hills passed By-Law 2012-0056 under the D.C.A., 1997. The by-law came into effect on September 1, 2012 and imposes D.C.s by service. D.C.s for all municipal services are imposed on a uniform Town-wide basis.

2.2 Services Covered

The following services are included under By-Law 2012-0056:

Town-Wide

- Library Services
- Fire Department
- Recreation and Parks
- Public Works
- Parking
- General Government
- Roads and Related
- Stormwater Management

The By-Law provides for mandatory annual indexing of the charges. Table 2-1 provides the charges currently in effect for residential and non-residential development types, as well as a breakdown of the charges by service.

Table 2-1
Town of Halton Hills
Schedule of Current Development Charges

Service	RESIDENTIAL				NON-RESIDENTIAL (per m^2 of gross floor area)	
	Single and Semi-Detached Dwelling	Apartments	Multiples	Special Care/Special Dwelling Units	Industrial	Non-Industrial
Municipal Wide Services:						
Roads and Related	5,191	2,383	3,609	1,513	9.08	35.87
Public Works					3.58	3.60
Fire Deparment	828	380	576	241	3.09	3.09
Transit Services	-	-	-	-	-	-
Parking	233	107	162	68	0.86	0.86
Recreation and Parks	5,701	2,618	3,964	1,661	-	-
Library Services	896	411	623	261	-	-
General Government	413	189	287	120	1.54	1.54
Stormwater Management	704	323	490	205	2.33	2.33
Total Municipal Wide Services	**13,965**	**6,412**	**9,710**	**4,070**	**20.48**	**47.30**

2.3 Timing of D.C. Calculation and Payment

D.C. s are calculated and payable in full to the Town at the time a first building permit is issued for any land, buildings or structures constituting development. The By-Law also allows the Town to enter into payment agreements with owners to either accelerate or defer the timing of payment.

2.4 Redevelopment Credit

The By-Law provides D.C. credits where as a result of the redevelopment of land, a building or structure existing on land was, or is to be, demolished in whole or in part. A credit will only be issued where a building permit has been issued for redevelopment within five years of the demolition permit.

D.C. credits are also provided where the redevelopment of land, a building or structure existing on the lands was or is to be converted form one principal use to another principal use on the same land.

These credits do not apply if the land being redeveloped would have been exempt from payment of D.C. s under the by-law.

2.5 Exemptions

The Town's D.C. By-Law includes statutory exemptions from payment of D.C.s with respect to:

- Industrial additions of up to and including 50% of the existing gross floor area of the building – for industrial additions which exceed 50% of the existing gross floor area, only the portion of the addition in excess of 50% is subject to the payment of D.C.s;
- Land used for Municipal or Board of Education purposes; and
- Residential development that results in only the enlargement of an existing dwelling unit, or that results only in the creation of up to two additional dwelling units (as specified by O.Reg. 82/98).

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

1. 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;
2. A public hospital;

3. A non-residential building in connection with an agriculture use including “farm help quarters” for farming operation workers and farm storage structures;
4. Charities, non-profit, and not-for-profit organizations may apply to Council to seek relief from D.C.s if they meet the following criteria:
    i. the Building must be used for the exclusive or intended use of the organization;
    ii. the organization must have a valid registration number;
    iii. the organization must have been in existence for a period of at least three (3) years immediately prior to the application;
    iv. the organization must be willing to sign an undertaking under seal agreeing that it will pay the D.C. s if the property ownership is transferred to a non-charitable organization within three (3) years of the date of the building permit issuance, unless the transfer is part of the agreed upon business or purpose of the organization; and
    v. the use of the building must be directly related to the core business or purpose of the organization.
5. D.C. s are not payable in respect of a temporary residential unit or temporary non-residential unit where the owner signs an undertaking under seal to remove the structure within three (3) years after the date of issuance of the building permit.
6. 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.
7. Where the redevelopment involves a conversion from a non-residential, non-retail development to a retail development, the incremental D.C. amount prescribed under the conversion credit policies will be exempt if the non-retail total floor area being converted to a retail development is less than or equal to three thousand square feet.

3. Anticipated Development in the Town of Halton Hills

3.1 Requirements of the Act

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

The growth forecast contained in this chapter (with supplemental tables in Appendix A) provides for the anticipated development for which the Town of Halton Hills will be required to provide services, over a 10-year time horizon and long term (2017-2031) period

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

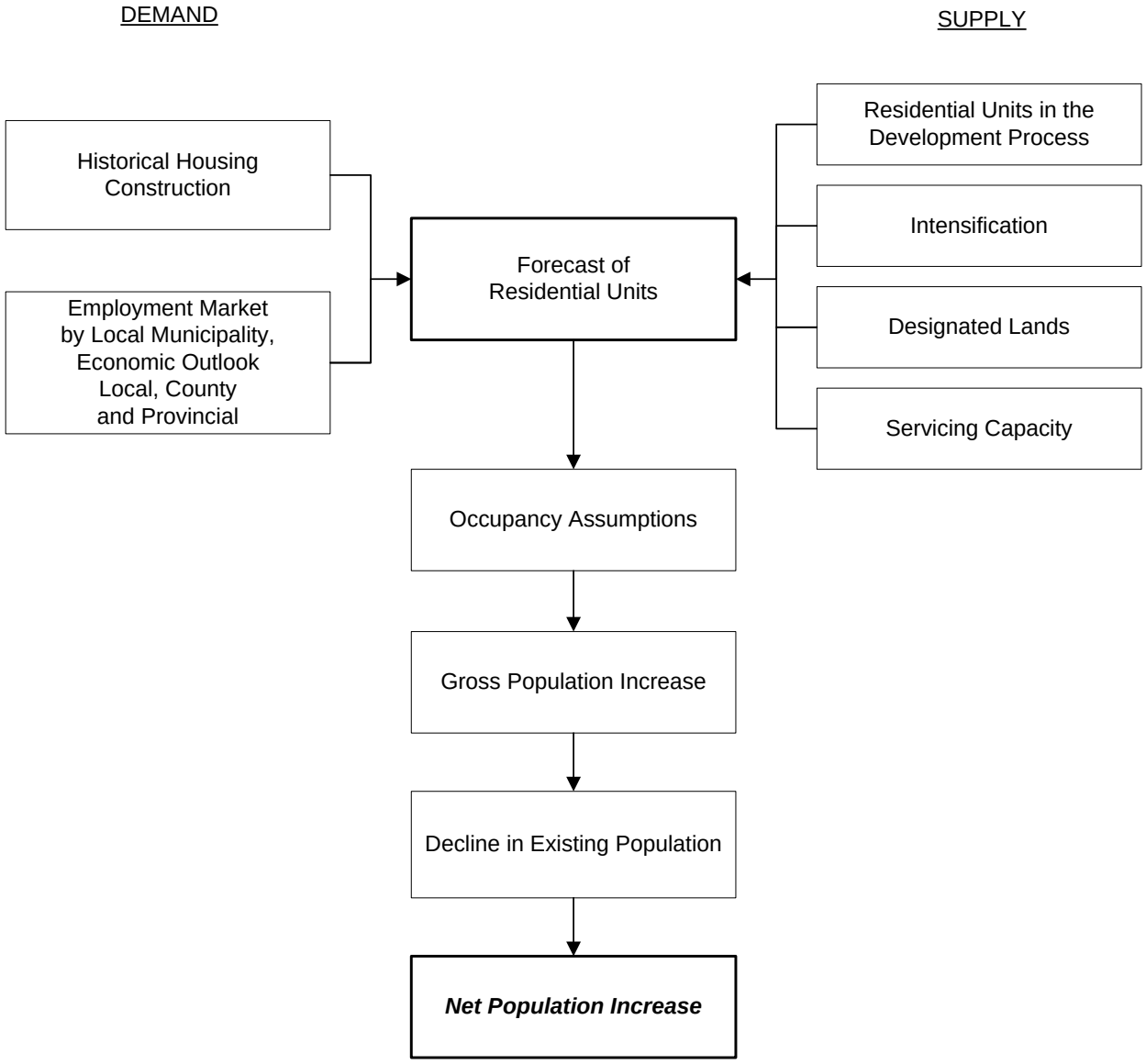
The D.C. growth forecast has been derived based on extensive discussions with Town staff regarding historical development trends, phasing, land availability and market demand. In compiling the growth forecast, the following reports were also consulted to help assess residential and non-residential development potential for the Town over the forecast period, including:

- Halton Region June 2011 Best Planning Estimates of Population, Occupied Dwelling Units and Employment, 2011-2031;
- Vision Georgetown Background Reports;
- 2001, 2006, 2011 and 2016 residential Census data;
- historical residential and non-residential development activity over the past 10 years; and
- 2001, 2006 and 2011 Census employment data.

3.3 Summary of Growth Forecast

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

Figure 3-1
Household Formation-Based Population and Household Forecast Model



As identified in Table 3-1 and Schedule 1, the Town's population is anticipated to reach approximately 79,510 by 2027 and 91,890 by 2031. This represents an increase of 17,980 persons and 30,360 persons, over the 10-year and long-term forecast periods, respectively. Provided below is a summary of the key assumptions and findings regarding the Town of Halton Hills D.C. growth forecast update.

1. **Unit Mix (Appendix A – Schedules 1 through 5)**
    - The unit mix for the Town was derived based on background data provided as part of the Halton Region Best Planning Estimates, 2011.
    - Based on the above, the long-term (2017-2031) household growth forecast is comprised of a housing unit mix of approximately 45% low density (single detached and semi-detached), 21% medium density (multiples except apartments) and 34% high density (bachelor, 1 bedroom and 2+ bedroom apartments).

2. **Geographic Location of Residential Development (Appendix A – Schedule 2)**
    - Schedule 2 summarizes the anticipated amount, type and location of development for the Town of Halton Hills over the forecast period.
    - In accordance with forecast demand and available land supply, housing growth has been allocated to the following geographic areas over the long term forecast period:

	Housing Growth (Units)	%
Georgetown Built Up Area	4,920	38%
Vision Georgetown Secondary Plan Area	6,770	52%
Other Halton Hills	1,250	10%
Total Town-wide forecast	12,940	100%

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

Town of Halton Hills
Residential Growth Forecast Summary

	Year	Population (Excluding Census Undercount)	Institutional Population	Population (Excluding Institutional)[1]	Housing Units					
					Singles & Semi-Detached	Multiple Dwellings[2]	Apartments[3]	Other	Total Households	Person Per Unit (PPU)
Historical	*Mid 2006*	55,289	999	54,290	12,010	1,285	780	45	14,120	3.92
	Mid 2011	59,008	1,041	57,967	15,840	2,395	2,000	40	20,275	2.91
	Mid 2016	61,161	1,047	60,114	16,350	2,590	2,110	25	21,075	2.90
Forecast	*Mid 2017*	61,529	1,060	60,469	16,437	2,631	2,110	25	21,203	2.90
	Mid 2022	65,617	1,151	64,466	17,939	2,946	2,472	25	23,382	2.81
	Mid 2027	79,506	1,335	78,171	20,357	4,141	4,526	25	29,049	2.74
	Mid 2031	91,885	1,480	90,405	22,241	5,325	6,550	25	34,141	2.69
Incremental	**Mid 2001 - Mid 2006**	**7,105**	**375**	**6,730**	**-900**	**-165**	**-1,210**	**10**	**-2,265**	
	Mid 2006 - Mid 2011	**3,719**	**42**	**3,677**	**3,830**	**1,110**	**1,220**	**-5**	**6,155**	
	Mid 2011 - Mid 2016	**2,153**	**6**	**2,147**	**510**	**195**	**110**	**-15**	**800**	
	Mid 2011 - Mid 2017	**368**	**14**	**354**	**87**	**41**	**0**	**0**	**128**	
	Mid 2017 - Mid 2022	**4,088**	**91**	**3,997**	**1,502**	**315**	**362**	**0**	**2,179**	
	Mid 2017 - Mid 2027	**17,977**	**275**	**17,702**	**3,920**	**1,510**	**2,416**	**0**	**7,846**	
	Mid 2017 - Mid 2031	**30,356**	**420**	**29,936**	**5,804**	**2,694**	**4,440**	**0**	**12,938**	

Source: 2006, 2011 and 2016 Statistics Canada Census, 2017 to 2031 Watson & Associates Economists Ltd., 2017 derived from Halton Region Best Planning Estimates (BPE), June 2011.
1. Census Undercount estimated at approximately 4%. Note: Population Including the Undercount has been rounded.
2. Includes townhomes and apartments in duplexes.
3. Includes bachelor, 1 bedroom and 2 bedroom+ apartments.

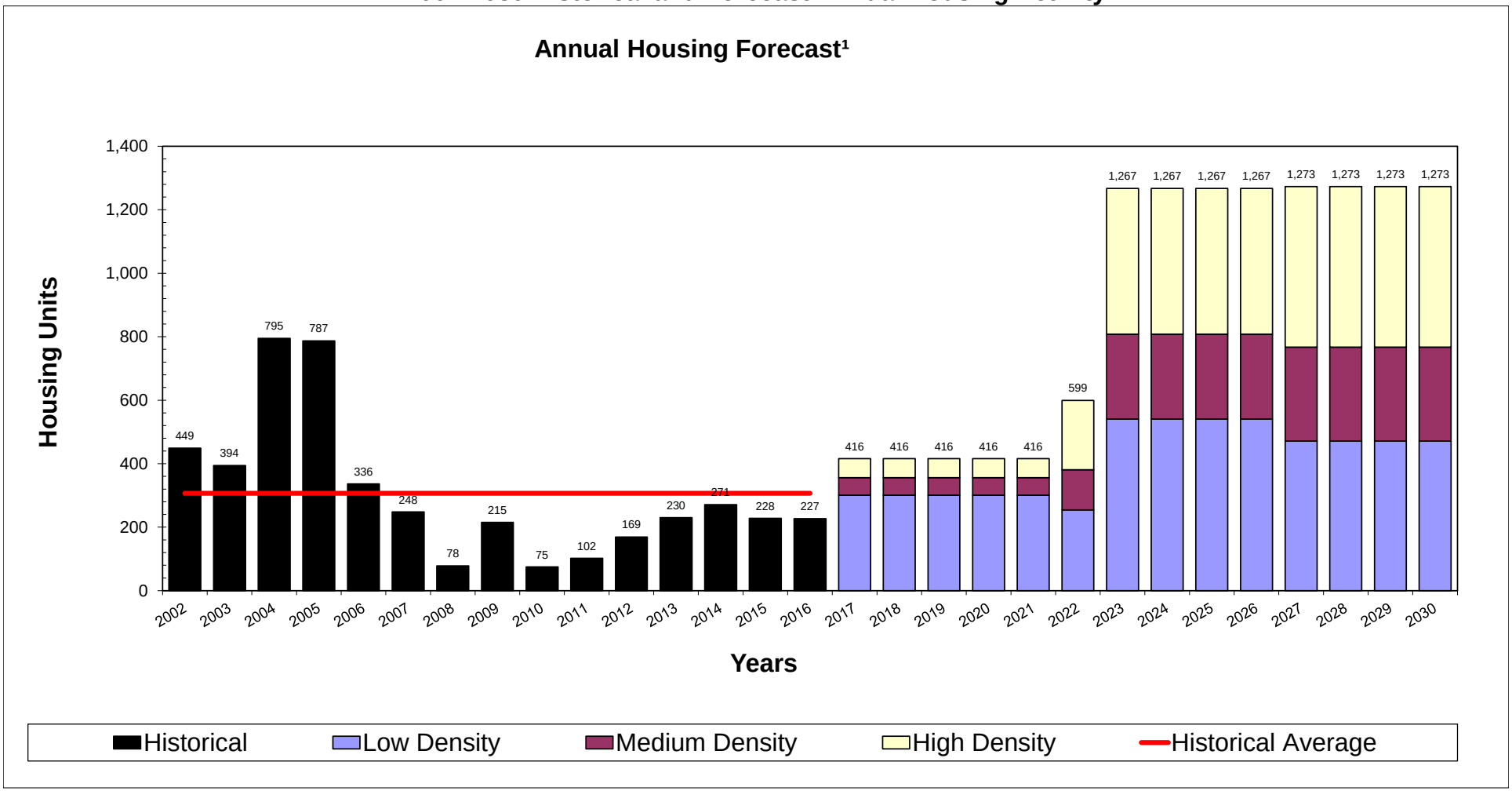
3. **Planning Period**
    - Short-term and longer-term time horizons are required for the D.C. process. The D.C.A. limits the planning horizon for certain services, such as recreation and parks, parking and libraries, to a 10-year planning horizon. Roads, fire and other hard services can utilize the long-term forecast period.

4. **Population in New Units (Appendix A – Schedules 3 through 8)**
    - The number of housing units to be constructed in the Town of Halton Hills during the 10-year and long-term period is presented on Figure 3-2. Over the long-term (2017-2031) forecast period, the Town is anticipated to average approximately 924 new housing units per year.
    - Population in new units is derived from Schedules 3, 4, 4b and 5, which incorporate historical development activity, anticipated units (see unit mix discussion) and average persons per unit by dwelling type for new units.
    - Schedule 7a summarizes the average number of persons per unit (P.P.U.) for new housing units by age and type of dwelling, based on 2011 custom Census data for the Town. Generally, it is observed that within the new housing units, housing occupancy levels tend to increase in the short term (i.e. 1-10 years) as new home buyers form families, followed by a decline over the long term (i.e. 10-30 years) as children age and leave home. This trend is then followed by a period of gradual stabilization for housing units 30+years of age. The results of this pattern are that new housing units typically have a higher P.P.U. average in comparison to older units (i.e. 20+ years). P.P.U. data for low-density and medium-density dwelling units was derived based on 2011 Census data for the Town of Halton Hills as outlined in Schedule 7a. Due to data limitations, medium and high density P.P.U.s were derived from Halton Region as outlined in Schedule 7b. Average P.P.U.s by dwelling type over the 2017 to 2031 forecast period are as follows:
        - Low density: 3.48
        - Medium density: 2.47
        - High density: 1.49

5. **Existing Units and Population Change (Appendix A – Schedules 3, 4, 4b and 5)**
    - Existing households as of 2017 are based on the 2016 Census households, plus estimated residential units constructed between 2016 and 2017, assuming a 6-month lag between construction and occupancy (see Schedule 3).

- The decline in average occupancy levels for existing housing units is calculated in Schedules 3, 4, 4b and 5, by aging the existing population over the forecast period. The forecast population decline in existing households over the 2017-2031 forecast period is estimated at approximately 3,100.

Figure 3-2
Town of Halton Hills
2002-2030 Historical and Forecast Annual Housing Activity



6. Employment (Appendix A – Schedules 9a through 11)

7. Employment projections are largely based on the activity rate method, which is defined as the number of jobs in a Town divided by the number of residents. Consideration has also been given to historical development activity, available designated non-residential land supply within the Premier Gateway Employment Area and remaining Halton Hills, as well as future employment prospects by major employment sector. Key employment sectors include primary, industrial, commercial/population-related, institutional and work-at-home, which are considered individually below.
8. The Town's 2011[1] employment base by place of work is outlined in Schedule 9a. The 2011 employment base is comprised of the following sectors:
    - 370 primary (approx. 2%);
    - 2,460 work-at-home employment (approx. 14%);
    - 5,363 industrial (approx. 30%);
    - 6,503 commercial (approx. 36%); and
    - 3,315 institutional (approx. 18%).

- The 2011 employment base by usual place of work, including work at home, is approximately 18,010 jobs. An additional 2,780 jobs have been identified for the Town of Halton Hills as having no fixed place of work (N.F.P.O.W.)[2]. The total employment including N.F.P.O.W. in 2011 is 20,790.
- Schedule 9b, Appendix A, summarizes the employment forecast, excluding work-at-home employment and N.F.P.O.W. employment, which is the basis for the D.C. employment forecast. The impact on municipal services from work-at-home employees has already been included in the population forecast. The need for municipal services related to N.F.P.O.W. employees has largely been included in the employment forecast by usual place of work (i.e. employment and G.F.A. in the retail and accommodation sectors generated from N.F.P.O.W. construction employment). Furthermore, since these employees have no fixed work address, they cannot be captured in the non-residential gross floor area

[1] 2011 employment based on Statistics Canada custom employment data.
[2] Statistics Canada defines "No Fixed Place of Work" (N.F.P.O.W.) employees as, "persons who do not go from home to the same work place location at the beginning of each shift. Such persons include building and landscape contractors, travelling salespersons, independent truck drivers, etc."

(G.F.A.) calculation. Accordingly, work-at-home and N.F.P.O.W. employees have been removed from the D.C. employment forecast and calculation.

- Total employment for the Town of Halton Hills (excluding work-at-home and no fixed place of work) in 2031 is forecast to increase to 32,870. This represents an employment increase of 15,590 additional jobs over the long-term forecast period.

9. Non-Residential Sq.ft. Estimates ((Gross Floor Area (G.F.A.), Appendix A – Schedule 9b)

10. Square footage estimates were calculated in Schedule 9b based on the following employee density assumptions:[1]
    - 1,415 sq.ft. per employee for industrial;
    - 400 sq.ft. per employee for commercial; and
    - 510 sq.ft. per employee for institutional employment.
11. The Town-wide incremental non-residential G.F.A. increase is anticipated to be approximately 16,730,600 sq.ft. over the long-term forecast period.
12. In terms of percentage growth, the 10-year incremental G.F.A. forecast by sector is broken down as follows:
    - Industrial – approx. 87%;
    - Commercial – approx. 10%; and
    - Institutional – approx. 3%.

[1] Derived by Watson & Associates Economists Ltd. based on a review of the 2016 Halton Region Employment Survey.

4. The Approach to the Calculation of the Charge

This chapter addresses the requirements of s.s.5(1) of the D.C.A., 1997 with respect to the establishment of the need for service which underpins the D.C. calculation. These requirements are illustrated schematically in Figure 4-1.

4.1 Services Potentially Involved

Table 4-1 lists the full range of municipal service categories which are provided within the Town.

A number of these services are defined in s.s.2(4) of the D.C.A., 1997 as being ineligible for inclusion in D.C.s. These are shown as "ineligible" on Table 4-1. In addition, two ineligible costs defined in s.s.5(3) of the D.C.A. are "computer equipment" and "rolling stock with an estimated useful life of [less than] seven years..." In addition, local roads are covered separately under subdivision agreements and related means (as are other local services). Moreover, some services, such as water and wastewater services are provided by the Regional Municipality. Services which are potentially eligible for inclusion in the Town's D.C. are indicated with a "Yes."

4.2 Local Service Policy

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

Some of the need for services generated by additional development consists of local services related to a plan of subdivision. As such, they will be required as a condition of subdivision agreements or consent conditions. The Town's general policy guidelines on D.C. and local service funding is detailed in Appendix F to this report.

Figure 4-1
The Process of Calculating a D.C. under the Act

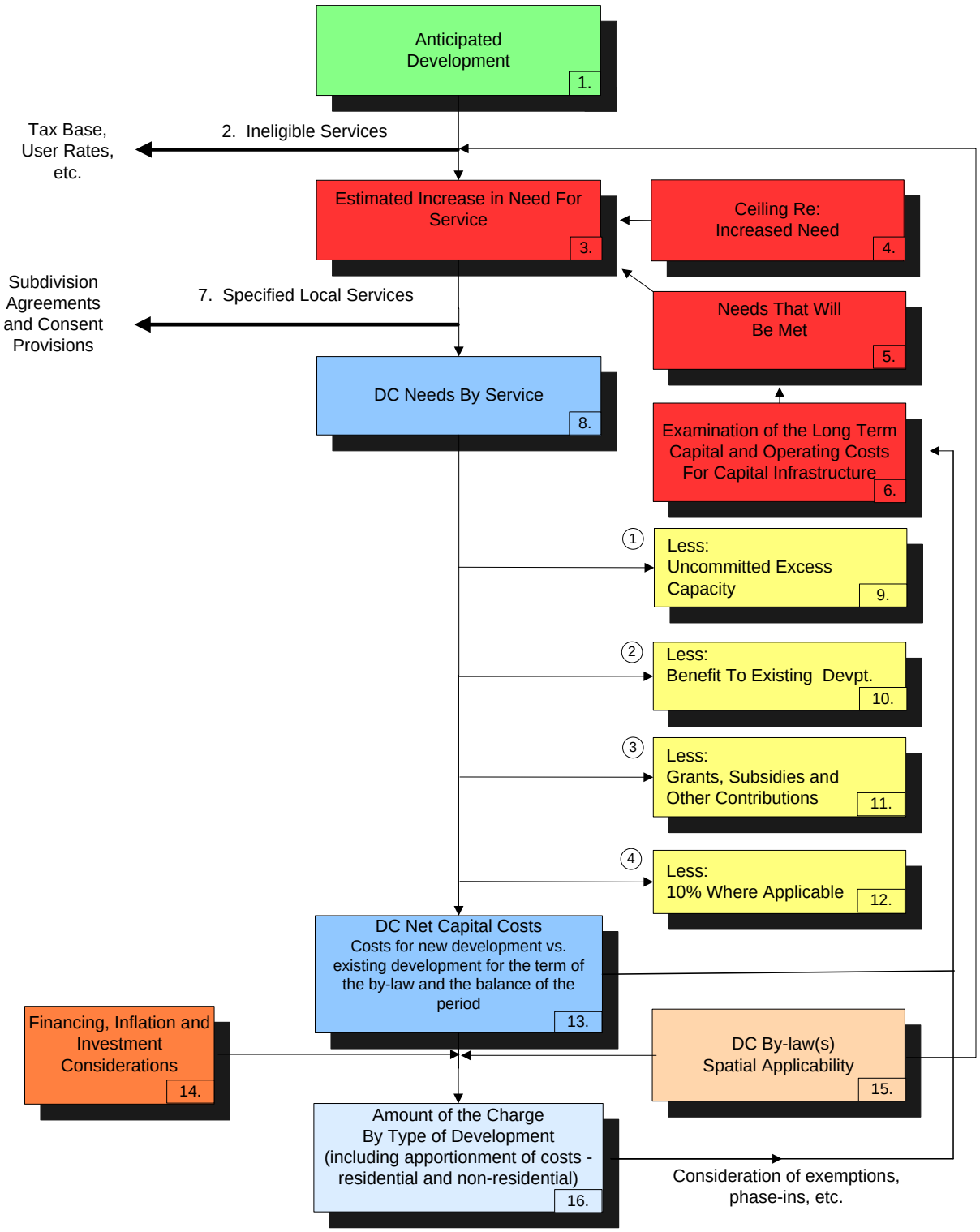


Table 4-1
Categories of Municipal Services
To Be Addressed as Part of the Calculation

Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components		Maximum Potential D.C. Recovery %
1. Services Related to a Highway	Yes	1.1	Arterial roads	100
	Yes	1.2	Collector roads	100
	Local Service	1.3	Local roads	100
	Yes	1.4	Intersections and Traffic signals	100
	Yes	1.5	Sidewalks and streetlights	100
2. Other Transportat-ion Services	Yes	2.1	Transit vehicles	100
	Yes	2.2	Other transit infrastructure	100
	n/a	2.3	Municipal parking spaces - indoor	90
	Yes	2.4	Municipal parking spaces - outdoor	90
	Yes	2.5	Works Yards	100
	Yes	2.6	Rolling stock[1]	100
	n/a	2.7	Ferries	90
	n/a	2.8	Airport facilities	90
3. Storm Water Drainage and Control Services	Yes	3.1	Main channels and drainage trunks	100
	Yes	3.2	Channel connections	100
	Local Service	3.3	Retention/detention ponds	100
4. Fire Protection Services	Yes	4.1	Fire stations	100
	Yes	4.2	Fire pumpers, aerials and rescue vehicles	100
	Yes	4.3	Small equipment and gear	100
5. Outdoor Recreation Services (i.e. Parks and Open Space)	Ineligible	5.1	Acquisition of land for parks, woodlots and E.S.A.s	0
	Yes	5.2	Development of area municipal parks	90
	Yes	5.3	Development of district parks	90
	Yes	5.5	Development of special purpose parks	90
	Yes	5.6	Parks rolling stock[1] and yards	90

[1]with 7+ year life time
[2]same percentage as service component to which it pertains
computer equipment excluded throughout

Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components		Maximum Potential D.C. Recovery %
6. Indoor Recreation Services	Yes	6.1	Arenas, indoor pools, fitness facilities, community centres, etc. (including land)	90
	Yes	6.2	Recreation vehicles and equipment[1]	90
7. Library Services	Yes	7.1	Public library space (incl. furniture and equipment)	90
	Yes	7.2	Library materials	90
8. Electrical Power Services	Ineligible	8.1	Electrical substations	0
	Ineligible	8.2	Electrical distribution system	0
	Ineligible	8.3	Electrical system rolling stock[1]	0
9. Provision of Cultural, Entertainment and Tourism Facilities and Convention Centres	Ineligible	9.1	Cultural space (e.g. art galleries, museums and theatres)	0
	Ineligible	9.2	Tourism facilities and convention centres	0
10. Waste Water Services	n/a	10.1	Treatment plants	100
	n/a	10.2	Collection systems	100
	n/a	10.3	Local systems	100
11. Water Supply Services	n/a	11.1	Treatment plants	100
	n/a	11.2	Distribution systems	100
	n/a	11.3	Local systems	100
12. Waste Management Services	n/a	12.1	Collection, transfer vehicles and equipment	90
	Ineligible	12.3	Landfills and other disposal facilities	0
	n/a	12.3	Other waste diversion facilities	90
13. Police Services	n/a	13.1	Police detachments	100
	n/a	13.2	Police rolling stock[1]	100
	n/a	13.3	Small equipment and gear	100
14. Homes for the Aged	n/a	14.1	Homes for the aged space	90
15. Day Care	n/a	15.1	Day care space	90
16. Health	n/a	16.1	Health department space	90

Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery %
17. Social Services	n/a	17.1 Social service space	90
18. Ambulance	n/a n/a	18.1 Ambulance station space 18.2 Vehicles[1]	90 90
19. Hospital Provision	Ineligible	19.1 Hospital capital contributions	0
20. Provision of Head-quarters for the General Administra-tion of Municipalities and Area Municipal Boards	Ineligible Ineligible Ineligible	20.1 Office space (all services) 20.2 Office furniture 20.3 Computer equipment	0 0 0
21. Other Services	Yes Yes	21.1 Studies in connection with acquiring buildings, rolling stock, materials and equipment, and improving land[2] and facilities, including the D.C. background study cost 21.2 Interest on money borrowed to pay for growth-related capital	0-100 0-100

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

[1]with 7+ year life time
[2]same percentage as service component to which it pertains
computer equipment excluded throughout

4.3 Capital Forecast

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

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

The capital costs include:

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

In order for an increase in need for service to be included in the D.C. calculation, municipal council must indicate "...that it intends to ensure that such an increase in need will be met" (s.s.5(1)3). This can be done if the increase in service forms part of a Council-approved Official Plan, capital forecast or similar expression of the intention of Council (O.Reg. 82/98 s.3). The capital program contained herein reflects the Town's approved and proposed capital budgets and master servicing/needs assessments.

4.4 Treatment of Credits

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

The Town 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 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
D.C. Reserve Funds Balances (as at December 31, 2016)

Service	Totals
Transportation	$3,069,019
Fire Services	$2,167
Transit Services	$0
Parking Services	$508,186
Recreation and Parks	($271,977)
Library Services	($30,926)
Administration	$309,526
Stormwater Management	$1,737,150
Total	$5,323,145

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 the background study…". In many cases, for non-transit services, this can be done by

establishing a quantity measure in terms of units as floor area, land area or road length per capita, and a quality measure in terms of the average cost of providing such units based on replacement costs, engineering standards or recognized performance measurement systems, depending on circumstances. When the quantity and quality factor are multiplied together, they produce a measure of the level of service, which meets the requirements of the Act, i.e. cost per unit. For transit services, the municipality has the ability to determine how it estimates the planned level of service.

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

4.7.2 Reduction for Uncommitted Excess Capacity

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

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

4.7.3 Reduction for Benefit to Existing Development

This step involves a further reduction to the need, by the extent to which such an increase in service would benefit existing development. The level of services cap in section 4.4 is related, but is not the identical requirement. Wastewater (sanitary), stormwater and water trunks are highly localized to growth areas and can be more readily allocated in this regard than other services such as roads which do not have a fixed service area.

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

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

4.7.4 Reduction for Anticipated Grants, Subsidies and Other Contributions

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

4.7.5 The 10% Reduction

Paragraph 8 of s.s.(1) of the D.C.A. requires that, "the capital costs must be reduced by 10 percent." This paragraph does not apply to water supply services, wastewater services, stormwater drainage and control services, services related to a highway, police, fire protection services, and transit services. The primary services that the 10% reduction does apply to include services such as parks and recreation, libraries, childcare/social services, ambulance, homes for the aged and health. The 10% is to be netted from the capital costs necessary to provide the increased services, once the other deductions have been made, as per the infrastructure cost sheets in Chapter 5.

4.8 D.C. By-Law Spatial Applicability

There are four basic choices to be addressed when considering the geographic application of a D.C.:

1. the entire municipality for all services (which is the most commonly-used approach);
2. part of the municipality for all services; balance of the municipality is exempt (because it is outside the service's coverage area or can be served at little or no incremental cost);
3. different by-laws and charges in different municipal service areas (in order to recognize distinctly different servicing cost situations); and
4. a uniform municipal-wide charge with separate charge covering additional area-specific services (e.g. the coverage area for specific works).

Subsection 2(9) of the D.C.A. may prescribe services for which a D.C. by-law must apply on an area-specific basis. For prescribed services, Council shall pass different D.C. by-laws for different parts of the municipality, in accordance with the prescribed criteria. Currently the Province has not prescribed services under this subsection of the D.C.A.

For services that are not prescribed under subsection 2(9) of the D.C.A., the background study must give consideration of the use of more than one D.C. by-law to reflect different needs for services in different areas. For Recreation and Parks Services and Library services, consideration was given to applying D.C.s on an area-specific basis in the Vision Georgetown Secondary Plan Area, as well as maintaining the Town's policy for uniform charges across the entire municipality. Upon review of this matter with the Town's D.C. Steering Committee, it has been recommended that the Town maintain its current policy of imposing all D.C.s on a uniform municipal-wide basis. Details of the area-specific D.C. considered by staff can be found in Section 10.3 of Appendix H.

5. D.C. Eligible Cost Analysis by Service

This chapter outlines the basis for calculating D.C. eligible costs to be applied on a municipal-wide uniform basis. The required calculation process set out in s.5(1) paragraphs 2 to 8 in the D.C.A., 1997, and described in Chapter 4, was followed in determining D.C. eligible costs.

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

Included within the D.C. eligible costs described in this chapter is the net present value of future growth-related debt payments, including both external and internal financing. Debt costs included are for principal only, as interest costs have been accounted for in the cash flow calculations (Appendix C).

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

This section evaluates the development-related capital requirements for select services over the 10-year planning period (2017-2026). For these services (excluding transit services), each service component is evaluated on two format sheets: the average historical 10-year level of service calculation (see Appendix B), which "caps" the D.C. amounts; and the infrastructure cost calculation, which determines the potential D.C. recoverable cost. For transit services the D.C.A. requires that the increase in need be measured against the planned level of service and include infrastructure related to the forecast ridership over the period.

5.*1.1 Transit Services*

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

1. "The calculations that were used to prepare the estimate for the planned level of service for the transit services, as mentioned in subsection 5.2 (3) of the Act.
2. An identification of the portion of the total estimated capital cost relating to the transit services that would benefit,

   i. the anticipated development over the 10-year period immediately following the preparation of the background study, or
   ii. the anticipated development after the 10-year period immediately following the preparation of the background study.
3. An identification of the anticipated excess capacity that would exist at the end of the 10-year period immediately following the preparation of the background study.
4. An assessment of ridership forecasts for all modes of transit services proposed to be funded by the D.C. over the 10-year period immediately following the preparation of the background study, categorized by development types, and whether the forecasted ridership will be from existing or planned development.
5. An assessment of the ridership capacity for all modes of transit services proposed to be funded by the D.C. over the 10-year period immediately following the preparation of the background study. O. Reg. 428/15, s. 4."

The 2014 ActiVan Master Plan, prepared by Steer Davies Gleave measures ridership in terms of rides per capita for the target level of service 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 per capita have 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 level of service 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.

The planned level of service includes non-infrastructure solutions such as upgrades to booking, scheduling and dispatch, and improving application intake processes, improvements to driver training, implementing the youth taxi-scrip program and meeting AODA requirements. Infrastructure solutions to meet the planned level of service include increasing the number of transit vehicles and acquiring new transit software to assist with the non-infrastructure solutions above.

Table 5-1 summarizes the annual ridership forecast over the 2017-2026 period to maintain the current ridership per capital of 1.2. Of the increase in ridership over the forecast period, 0.5 rides per capita are attributed to new development as per the planned level of service in the 2014 ActiVan Master Plan.

Existing annual ridership has been estimated at 73,652 for 2017. Total annual ridership is forecast to increase to 95,407 (21,755 increase) by 2026, of which 9,065 would be attributed to growth within the Town.

The addition of two transit vehicles is anticipated to provide annual ridership capacity of 12,326. Of this additional capacity, 74% (9,065 annual rides) is attributable to growth, while 26% is a benefit to existing development. Transit software has also been included in the forecast capital needs, which is anticipated to benefit the existing and new ridership proportionately.

Total gross capital costs of $470,000 have been estimated for future capital needs. Based on the foregoing, $240,000 has been deducted for the benefit to existing development a further $95,600 has been deducted for the growth-related portion of anticipated grants. As such, approximately $135,000 has been identified as growth related capital costs attributable to development over the forecast period. Based on the relationship of incremental population to employment growth, these costs have been allocated 66% to residential development, 25% industrial, and 11% non-industrial development.

Table 5-1
Transit Services Ridership Forecast

Trips per Capita	Annual Transit Trips	2017	2026	2017-2026
1.2 [1]	Existing	73,652	86,343	12,690
0.5 [2]	Growth	-	9,065	9,065
	Total	73,652	95,407	21,755

ActiVan Vehicle Capacity	
2016 ActiVan Trips	30,814
2016 ActiVan Vehicles	5
Annual Capacity per Vehicle	6,163

2017-2026 Capital Forecast	
ActiVan Vehicles	2
Capacity (Annual Trips)	12,326
Growth-Related Trips	9,065
Activan Vehicles - Benefit to Growth	74%

1. Forecast ridership based on 2016 trips per capita (1.2)
2. Planned level of service equal to 0.5 trips per capital (2014 ActiVan Master Plan)

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 $508,000 for existing reserve fund balances, approximately $312,000 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 $272,000 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 $31,000 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 $5.5 million over the 10-year forecast period. A deduction of approximately $310,000 has been applied for existing reserve fund balances and approximately $2.0 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 $2.6 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 $474,000.

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 – Transit Services

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:		Potential DC Recoverable Cost				
						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 64%	Non-Residential Share		
										Total 36%	Industrial Share 25%	Non-Industrial Share 11%
1	Transit Software	2017	180,000	-	180,000	162,898		17,102	10,945	6,157	4,216	1,941
2	Transit Vehicles	2017	290,000	-	290,000	76,728	95,605	117,667	75,307	42,360	29,007	13,353
	Total		**470,000**	**-**	**470,000**	**239,626**	**95,605**	**134,769**	**86,252**	**48,517**	**33,223**	**15,294**

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

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 36%	Industrial Share 25%	Non-Industrial Share 11%
	Repayment of Capital Reserves (Interim Financing)			-	-	-		-	-	-	-	-	-	-
1	Main Street North Acton - Net Present Value of Future Debt Payments (Principal)	2017-2025	318,079	-	318,079	-		318,079		318,079	203,571	114,509	78,412	36,096
2	Main/Church Street, Georgetown - Net Present Value of Future Debt Payments (Principal)	2017-2026	369,497	-	369,497	-		369,497		369,497	236,478	133,019	91,087	41,931
3	Edith Street, Georgetown - Net Present Value of Future Debt Payments (Principal)	2017-2025	132,146	-	132,146	-		132,146		132,146	84,574	47,573	32,576	14,996
	Reserve Fund Adjustment							(508,186)		(508,186)	(325,239)	(182,947)	(125,277)	(57,670)
								-	-	-	-	-	-	-
	Total		**819,723**	**-**	**819,723**	**-**	**-**	**311,537**	**-**	**311,537**	**199,383**	**112,153**	**76,799**	**35,354**

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	1,932,065	2,567,935	-		2,567,935	256,794	2,311,142	2,195,584	115,557
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	-	-		-	-	-	-	-
				-	-	-		-	-	-	-	-
	Outdoor Recreation			-	-	-		-	-	-	-	-
8	Upper Canada College Parkette	2017	230,000	-	230,000	-		230,000	23,000	207,000	196,650	10,350
9	Accessible Playground	2022	275,000	275,000	-	-		-	-	-	-	-
10	Barber Mill Park Ph 2	2022	95,000	95,000	-	-		-	-	-	-	-
11	Berton Blvd. Park Ph 2	2022	220,000	220,000	-	-		-	-	-	-	-
12	Maple Creek Park Ph 2	2018	250,000	-	250,000	-		250,000	25,000	225,000	213,750	11,250
13	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
14	Dominion Gardens Park Ph 3	2017	660,000	-	660,000	-		660,000	66,000	594,000	564,300	29,700
15	Miller Drive Park Ph 2	2017	190,000	190,000	-	-		-	-	-	-	-
16	Rennie St. Park Ph 2	2017	194,000	-	194,000	-		194,000	19,400	174,600	165,870	8,730
17	Property Acquisition	2020	1,000,000	-	1,000,000	-		1,000,000	100,000	900,000	855,000	45,000
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 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%
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 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%
				-	-	-		-	-	-	-	-
	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							271,977		271,977	258,378	13,599
	Total		**103,108,445**	**48,410,160**	**54,698,285**	**5,990,307**	**-**	**48,979,954**	**2,941,084**	**46,038,870**	**43,736,927**	**2,301,944**

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

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%
	Facilities											
1	Georgetown South Branch	2023	8,190,000	5,931,613	2,258,387	-		2,258,387	225,839	2,032,548	1,930,921	101,627
	Materials											
2	Libraries Collection Development	2017-2026	862,000	862,000	-	-		-	-	-	-	-
3	Georgetown South Branch Opening Collection	2023	600,000	-	600,000	-		600,000	60,000	540,000	513,000	27,000
4	Georgetown South Branch Collection Development	2025	100,000	-	100,000	-		100,000	10,000	90,000	85,500	4,500
5	Georgetown South Branch Collection Development	2026	100,000	-	100,000	-		100,000	10,000	90,000	85,500	4,500
	Repayment of Existing Debt											
6	Georgetown Rennovation & Expansion - Net Present Value of Future Debt Payments (Principal) [1]	2017-2032	4,123,876	1,375,926	2,747,950	456,492		2,291,458		2,291,458	2,176,885	114,573
7	Acton - Net Present Value of Future Debt Payments (Principal)	2017-2031	1,106,342	199,756	906,586	442,537		464,049		464,049	440,847	23,202
	Repayment of Capital Reserves (Interim Financing)											
8	Net Present Value of Future Debt Payments (Principal)	2017-2026	142,241	-	142,241	-		142,241		142,241	135,129	7,112
	Reserve Adjustment							30,926		30,926	29,380	1,546
	Total		**15,224,459**	**8,369,296**	**6,855,163**	**899,029**	**-**	**5,987,060**	**305,839**	**5,681,221**	**5,397,160**	**284,061**

1. Payments post 2026 deducted as post period benefit

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

Prj.No	Increased Service Needs Attributable to Anticipated Development 2017-2026	Useful Life (years)	Timing (year) From	Timing (year) To	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 36%	Industrial Share 25%	Non-Industrial Share 11%
	Planning, Development & Sustainability Studies					-	-	-	-		-	-	-	-	-	-	-
1	Southeast Georgetown Planning Study		2018		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		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		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		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		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		2020	55,000	-	55,000	49,500		5,500	550	4,950	3,168	1,782	1,140	642
7	Stewarttown Planning Study		2024		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		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		2019	217,100	-	217,100	144,733		72,367	7,237	65,130	41,683	23,447	15,006	8,441
10	Community Improvement Plan Update		2021		2021	45,000	-	45,000	40,500		4,500	450	4,050	2,592	1,458	933	525
11	Development Charges Study		2026		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		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		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		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		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		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		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		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		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		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		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		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		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		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		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		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		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		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		2019	65,000	-	65,000	16,250		48,750	4,875	43,875	28,080	15,795	10,816	4,979
31	Georgetown Expansion Lane Secondary Plan		2017		2017	1,000,000	-	1,000,000	500,000		500,000	50,000	450,000	288,000	162,000	110,933	51,067
	Reserve Fund Adjustment										(309,526)		(309,526)	(198,097)	(111,429)	(71,315)	(40,115)
	Total					**5,488,200**	**-**	**5,488,200**	**2,044,096**	**270,000**	**2,864,578**	**300,927**	**2,563,651**	**1,640,737**	**922,914**	**606,404**	**316,510**

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

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:		Potential DC Recoverable Cost				
						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 64%	Non-Residential Share		
										Total 36%	Industrial Share 25%	Non-Industrial Share 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							(1,737,150)	(1,111,776)	(625,374)	(428,238)	(197,136)
											-	-
											-	-
											-	-
	Total		**3,168,600**	**-**	**3,168,600**	**957,672**	**-**	**473,778**	**303,218**	**170,560**	**116,795**	**53,766**

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 $133.3 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 $50.3 million has been deducted. Furthermore, $502,500,500 has also been deducted to account for grant funding and other contributions attributable to new development. As a result, approximately $79.5 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 $2,167 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 2017-2031	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%
	Public Works - Facilites			-	-	-		-	-	-		
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 Propety (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 2017-2031	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%
42	Tenth Line Steeles South EA/Engineering	2024	132,000	-	132,000	40,362		91,638	60,481	31,157	20,434	10,723
43	Tenth Line Steeles South Construction (0.55km)	2027	880,000	-	880,000	269,071		610,929	403,213	207,716	136,226	71,490
44	Main St. Glen Williams Mountain to Urban Limit Engineering	2022	162,000	-	162,000	42,509		119,491	78,864	40,627	26,644	13,983
45	Main St. Glen Williams Mountain to Urban Limit Construction (0.6km)	2023	1,080,000	-	1,080,000	283,392		796,608	525,761	270,847	177,629	93,218
46	Eighth line, Steeles to 10 Side Road Property	2019	830,000	-	830,000	41,500		788,500	520,410	268,090	175,821	92,269
47	Eighth line, Steeles to 10 Side Road Engineering	2020	1,556,250	-	1,556,250	77,813		1,478,438	975,769	502,669	329,664	173,005
48	Eighth line-Steeles to 15 Side Road Construction (8.3km)	2021-2023	10,375,000	-	10,375,000	518,750		9,856,250	6,505,125	3,351,125	2,197,759	1,153,366
49	Glen Lawson Property	2018	150,000	-	150,000	-		150,000	99,000	51,000	33,447	17,553
50	Glen Lawson Construction	2019	200,000	-	200,000	-		200,000	132,000	68,000	44,596	23,404
51	Halton Hills Drive - Maple to Princess Anne Street (0.35km)	2018	1,100,000	-	1,100,000	-		1,100,000	726,000	374,000	245,279	128,721
52	Armstrong Avenue - Guelph to Sinclair Construction (1.30km)	2019	3,334,500	-	3,334,500	379,299		2,955,201	1,950,432	1,004,768	658,954	345,814
53	Armstrong Avenue - Sinclair to Mountainview Construction (1.30km)	2017	3,335,000	-	3,335,000	1,160,852		2,174,148	1,434,938	739,210	484,794	254,416
54	Confederation Street- Hamlet boundary to Main Engineering	2022	486,000	-	486,000	63,180		422,820	279,061	143,759	94,281	49,478
55	Confederation Street- Hamlet boundary to Main Construction (1.8km)	2027	3,240,000	-	3,240,000	421,200		2,818,800	1,860,408	958,392	628,539	329,853
56	10th Line 5 Sdrd to 10 Sdrd Property	2019	300,000	-	300,000	-		300,000	198,000	102,000	66,894	35,106
57	10th Line 5 Sdrd to 10 Sdrd Construction (3km)	2020	3,000,000	-	3,000,000	-		3,000,000	1,980,000	1,020,000	668,944	351,056
58	Todd Road Engineering (1km)	2021	384,750	-	384,750	42,323		342,428	226,002	116,425	76,355	40,070
59	Todd Road Reconstruction (1km)	2018	2,565,000	-	2,565,000	282,150		2,282,850	1,506,681	776,169	509,033	267,136
60	Town Line-20 SdRd to 22 SdRd 822 SdRd Construction (1.22 & 2.4km)	2018	3,600,000	-	3,600,000	1,188,000		2,412,000	1,591,920	820,080	537,831	282,249
61	22 SdRd-Town Line to Regional Rd 25 EA	2020	108,300	-	108,300	12,996		95,304	62,901	32,403	21,251	11,152
62	22 SdRd-Town Line to Regional Rd 25 Engineering (2.4km)	2022	576,000	-	576,000	69,120		506,880	334,541	172,339	113,025	59,314
63	22 SdRd-Town Line to Regional Rd 25 Construction (2.4km)	2023	3,840,000	-	3,840,000	460,800		3,379,200	2,230,272	1,148,928	753,498	395,430
64	Prince Street EA	2018	100,000	-	100,000	41,667		58,333	38,500	19,833	13,007	6,826
65	Prince Street Property	2019	75,000	-	75,000	31,250		43,750	28,875	14,875	9,755	5,120
66	Prince Street Construction and Sidewalk	2020	600,000	-	600,000	250,000		350,000	231,000	119,000	78,043	40,957
67	22nd SdRd Limehouse Construction	2019	800,000	-	800,000	-		800,000	528,000	272,000	178,385	93,615
68	Upgrade Gravel to Surface Treatment	2021	650,000	-	650,000	422,500		227,500	150,150	77,350	50,728	26,622
69	Upgrade Surface Treatment to Asphalt - 4th Line from 5 to 10 SdRd	2018	850,000	-	850,000	552,500		297,500	196,350	101,150	66,337	34,813
70	McNabb - King to CNR Construction	2019	500,000	-	500,000	325,000		175,000	115,500	59,500	39,022	20,478
71	Norval By-Pass/Hwy 7 Construction A	2021	900,000	-	900,000	-		900,000	594,000	306,000	200,683	105,317
72	Norval By-Pass/ Hall Rd Eng. A	2020	100,000	-	100,000	-		100,000	66,000	34,000	22,298	11,702
73	32 Side Road from Trafalgar Road to Crewsons Line - EA (9.5 km)	2021	475,000	-	475,000	308,750		166,250	109,725	56,525	37,071	19,454
74	32 Side Road from Trafalgar Road to Crewsons Line - Property	2022	950,000	-	950,000	617,500		332,500	219,450	113,050	74,141	38,909
75	32 Side Road from Trafalgar Road to Crewsons Line - Engineering	2023	1,425,000	-	1,425,000	926,250		498,750	329,175	169,575	111,212	58,363
76	32 Side Road from Trafalgar Road to Crewsons Line - Construction.	2024	9,500,000	-	9,500,000	6,175,000		3,325,000	2,194,500	1,130,500	741,413	389,087
77	Highway 7 - Truck Inspection Station	2018-2031	500,000	-	500,000	314,324		185,676	122,546	63,130	41,402	21,728
78	River Drive from the bridge to the top of hill - Eastbound Auxillary Lane	2018-2031	750,000	-	750,000	487,500		262,500	173,250	89,250	58,533	30,717
				-	-	-		-	-	-	-	-
	Studies			-	-	-		-	-	-	-	-
79	Transportation Master Plan Update	2018	250,000	-	250,000	62,500	131,250	56,250	37,125	19,125	12,543	6,582
80	Transportation Master Plan Update	2024	250,000	-	250,000	62,500		187,500	123,750	63,750	41,809	21,941
81	Transportation Master Plan Update	2030	250,000	-	250,000	62,500		187,500	123,750	63,750	41,809	21,941
82	Growth-Related Traffic Studies (Growth share only)	2017-2031	300,000	-	300,000	-		300,000	198,000	102,000	66,894	35,106
83	Vision Georgetown Detailed Analysis	2017	200,000	-	200,000	20,000		180,000	118,800	61,200	40,137	21,063
84	Active Transportation Master Plan	2018	175,000	-	175,000	43,750		131,250	86,625	44,625	29,266	15,359
85	Acton Bypass Feasibility Study	2018	200,000	-	200,000	100,000		100,000	66,000	34,000	22,298	11,702
86	Mill Street McNabb Neighbourhood Study	2017	75,000	-	75,000	18,750	56,250	-	-	-	-	-
87	Premier Gateway Area Transportation Study	2017	200,000	-	200,000	50,000		150,000	99,000	51,000	33,447	17,553
88	Truck Strategy	2017	100,000	-	100,000	50,000		50,000	33,000	17,000	11,149	5,851

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

Prj .No	Increased Service Needs Attributable to Anticipated Development 2017-2031	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%
				-	-	-		-	-	-	-	-
	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-aligmnent)	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	1,400,000	-	1,400,000	280,000		1,120,000	739,200	380,800	249,739	131,061
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 2017-2031	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%
											-	-
	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-aligment	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	Permananet 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							(3,069,019)	(2,025,553)	(1,043,466)	(684,334)	(359,133)
											-	-
	Total		**133,326,650**	**-**	**133,326,650**	**50,287,693**	**502,500**	**79,467,438**	**52,448,509**	**27,018,929**	**17,719,745**	**9,299,184**

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

Prj .No	Increased Service Needs Attributable to Anticipated Development 2017-2031	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%
	Facilities											
1	New Station #4 in Steeles Corridor	2026	2,300,000	-	2,300,000	-		2,300,000	1,518,000	782,000	512,857	269,143
											-	-
	Equipment										-	-
2	Outfit New Full Time Fire Fighters (42 total)	2017-2031	232,500	-	232,500	-		232,500	153,450	79,050	51,843	27,207
											-	-
	Vehicles										-	-
3	Aerial (752)	2026	1,200,000	-	1,200,000	-		1,200,000	792,000	408,000	267,577	140,423
4	Support Unit (715)	2026	60,000	-	60,000	-		60,000	39,600	20,400	13,379	7,021
5	Tanker	2026	600,000	-	600,000	-		600,000	396,000	204,000	133,789	70,211
											-	-
	Repayment of Exising Debt											
6	District 3 Station - Net Present Value of Future Debt Payments (Principal)	2017-2018	809,273	-	809,273	-		809,273	534,120	275,153	180,453	94,700
	Repayment of Capital Reserves (Interim Financing)										-	-
7	Net Present Value of Future Debt Payments (Principal)	2017-2026	906,186	-	906,186	-		906,186	598,083	308,103	202,063	106,041
											-	-
	Reserve Fund Adjustment							(2,167)	(1,430)	(737)	(483)	(254)
											-	-
	Total		**6,107,959**	**-**	**6,107,959**	**-**	**-**	**6,105,792**	**4,029,823**	**2,075,969**	**1,361,477**	**714,492**

6. D.C. Calculation

Tables 6-1 to 6-3 present the D.C. quantum calculation (pre-cash flow) for the growth-related capital costs identified in Chapter 5. Table 6-1 presents the D.C. calculation for Town-wide services over the 14-year period and presented in Table 6-2 are the calculated D.C.s for Town-wide services over the 10-year planning horizon. Table 6-3 summarizes the quantum calculation of maximum D.C.s by residential dwelling type and industrial and non-industrial gross floor area.

The calculations of the maximum D.C.s that could be imposed by Council have been undertaken based on a cash flow analysis to account for the timing of revenues and expenditures and the resultant financing needs. The cash flow calculations have been undertaken by service for each forecast development type, i.e. residential, industrial and non-industrial. D.C. cash flow calculations are provided in Appendix C.

The cash flow calculates interest paid/received on reserve fund balances to account for the differences in timing of projects and when development will occur. In-year transactions are reduced by ½ to reflect D.C. contributions and expenditures occurring at different times throughout the year. For cashflow purposes, capital costs and D.C.s are indexed at 2% annually, internal debt and investment return are calculated at 3.7% based on the past five-year average interest charged. Moreover, the cash flow calculations include the interest costs associated with existing internal and external D.C. debt payments. Table 6-4 provides the schedule of charges using the cashflow method.

For the residential calculations, charges are calculated on a single detached unit equivalent basis and is converted to six forms of housing types (single and semi-detached, apartments 2+ bedrooms, bachelor and 1 bedroom apartments, multiples 3 + bedrooms, multiples less than 3 bedrooms, and special care/special dwelling units). The non-residential D.C. has been calculated on a per square metre of gross floor area basis for industrial and non-industrial development.

Table 6-5 compares the Town's existing charges to the charges proposed herein (Table 6-4), for single detached residential development, industrial, and non-industrial development.

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

SERVICE	2017 $ DC Eligible Cost			2017 $ DC Eligible Cost		
		Non-Residential			Non-Residential	
	Residential	Industrial	Non-Industrial	SDU	Industrial per m²	Non-Industrial per m²
1. Transportation	$52,448,509	$17,719,745	$9,299,184	$5,456	$13.19	$44.25
2. Fire Services	$4,029,823	$1,361,477	$714,492	$419	$1.01	$3.40
TOTAL	$56,478,332	$19,081,222	$10,013,676	$5,875	$14.20	$47.65
DC ELIGIBLE CAPITAL COST	$56,478,332	$19,081,222	$10,013,676			
14 Year Gross Population / GFA Growth (m².)	33,455	1,344,188	210,138			
Cost Per Capita / Non-Residential GFA (m².)	$1,688	$14.20	$47.65			

By Residential Unit Type	p.p.u	
Single and Semi-Detached Dwelling	3.48	$5,875
Apartments - 2 Bedrooms +	1.70	$2,870
Apartments - Bachelor and 1 Bedroom	1.27	$2,144
Multiples - 3 Bedrooms +	2.81	$4,744
Multiples - Less than 3 Bedrooms	2.04	$3,444
Special Care/Special Dwelling Units	1.00	$1,688

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

SERVICE	2017 $ DC Eligible Cost			2017 $ DC Eligible Cost		
		Non-Residential			Non-Residential	
	Residential	Industrial	Non-Industrial	SDU	Industrial per m²	Non-Industrial per m²
3. Transit Services	$86,252	$33,223	$15,294	$14	$0.04	$0.12
4. Parking Services	$199,383	$76,799	$35,354	$33	$0.08	$0.28
5. Recreation and Parks	$43,736,927	$1,576,304	$725,640	$7,262	$1.73	$5.79
6. Library Services	$5,397,160	$194,517	$89,544	$896	$0.21	$0.71
7. Administration	$1,640,737	$922,914	$922,914	$272	$1.01	$7.36
8. Stormwater Management	$303,218	$116,795	$53,766	$50	$0.13	$0.43
TOTAL	$51,363,678	$2,920,552	$1,842,512	$8,527	$3.20	$14.70
DC ELIGIBLE CAPITAL COST	$51,363,678	$2,920,552	$1,842,512			
10 Year Gross Population / GFA Growth (m².)	20,961	913,228	125,317			
Cost Per Capita / Non-Residential GFA (m².)	$2,450	$3.20	$14.70			

By Residential Unit Type	p.p.u	
Single and Semi-Detached Dwelling	3.48	$8,528
Apartments - 2 Bedrooms +	1.70	$4,166
Apartments - Bachelor and 1 Bedroom	1.27	$3,112
Multiples - 3 Bedrooms +	2.81	$6,886
Multiples - Less than 3 Bedrooms	2.04	$4,999
Special Care/Special Dwelling Units	1.00	$2,450

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	Uniform (per m² of Gross Floor Area)	Industrial (per m² of Gross Floor Area)	Non-Industrial (per m² of Gross Floor Area)
Municipal Wide Services:									
Transportation	5,456	2,665	1,991	4,406	3,198	1,568	17.38	13.19	44.25
Fire Services	419	205	153	338	246	120	1.34	1.01	3.40
Transit Services	14	7	5	11	8	4	0.05	0.04	0.12
Parking Services	33	16	12	27	19	9	0.11	0.08	0.28
Recreation and Parks	7,262	3,548	2,650	5,864	4,257	2,087	2.22	1.73	5.79
Library Services	896	438	327	723	525	257	0.27	0.21	0.71
Administration	272	133	99	220	159	78	0.89	1.01	7.36
Stormwater Management	50	24	18	40	29	14	0.16	0.13	0.43
Total Municipal Wide Services	**14,402**	**7,036**	**5,255**	**11,629**	**8,441**	**4,137**	**22.42**	**17.40**	**62.35**

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	Uniform (per m² of Gross Floor Area)	Industrial (per m² of Gross Floor Area)	Non-Industrial (per m² of Gross Floor Area)
Municipal Wide Services:									
Transportation	5,613	2,742	2,049	4,533	3,291	1,613	17.82	13.49	45.83
Fire Services	443	216	162	357	259	127	1.40	1.06	3.61
Transit Services	16	8	6	13	9	4	0.05	0.04	0.13
Parking Services	45	22	16	36	26	13	0.15	0.11	0.38
Recreation and Parks	7,622	3,723	2,782	6,155	4,468	2,190	2.33	2.33	2.33
Library Services	1,011	494	369	816	592	290	0.31	0.31	0.31
Administration	285	139	104	230	167	82	0.93	0.70	2.66
Stormwater Management	177	87	65	143	104	51	0.58	0.45	1.52
Total Municipal Wide Services	**15,212**	**7,431**	**5,553**	**12,283**	**8,916**	**4,370**	**23.56**	**18.49**	**56.78**

Table 6-5
Comparison of Current and Calculated D.C.s for Residential Single-Detached, Non-Residential (Industrial), and Non-Residential (Non-Industrial) (per m^2)

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	5,613	12.66	13.49	39.47	45.83
Fire Services	828	443	3.09	1.06	3.09	3.61
Transit Services	-	16	-	0.04	-	0.13
Parking Services	233	45	0.86	0.11	0.86	0.38
Recreation and Parks	5,701	7,622	-	2.33	-	2.33
Library Services	896	1,011	-	0.31	-	0.31
Administration	413	285	1.54	0.70	1.54	2.66
Stormwater Management	704	177	2.33	0.45	2.33	1.52
Total Municipal Wide Services	13,965	15,212	20.48	18.49	47.30	56.78

7. D.C. Policy Recommendations and D.C. By-law Rules

This chapter outlines the D.C. policy recommendations and by-law rules. The rules provided are based on the Methodology Policy Review Document (Appendix G) and Implementation Policy Review Document (Appendix H) presented to the Town and subsequent staff feedback.

s.s.5(1)9 states that rules must be developed:

> "...to determine if a D.C. is payable in any particular case and to determine the amount of the charge, subject to the limitations set out in subsection 6."

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

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

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

7.1 D.C. By-law Structure

It is recommended that:

22. the Town impose a uniform municipal-wide D.C. calculation for all municipal-wide services; and
23. one municipal D.C. by-law be used for all services.

7.2 D.C. By-law Rules

The following sets out the recommended rules governing the calculation, payment and collection of D.C.s in accordance with subsection 6 of the D.C.A., 1997.

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

7.2.1 Payment in any Particular Case

In accordance with the D.C.A., 1997, s.2(2), a D.C. be calculated, payable and collected where the development requires one or more of the following:

a) the passing of a zoning by-law or of an amendment to a zoning by-law under Section 34 of the Planning Act;

b) the approval of a minor variance under Section 45 of the Planning Act;

c) a conveyance of land to which a by-law passed under Section 50(7) of the Planning Act applies;

d) the approval of a plan of subdivision under Section 51 of the Planning Act;

e) a consent under Section 53 of the Planning Act;

f) the approval of a description under Section 50 of the Condominium Act; or

g) the issuing of a building permit under the Building Code Act in relation to a building or structure.

7.2.2 Determination of the Amount of the Charge

The following conventions be adopted:

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

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

7.2.3 Application to Redevelopment of Land (Demolition and Conversion)

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

1) the number of dwelling units demolished/converted multiplied by the applicable residential D.C. in place at the time the D.C. is payable; and/or

2) the gross floor area of the building demolished/converted multiplied by the current non-residential D.C. in place at the time the D.C. is payable.

The demolition credit is allowed only if the land was improved by occupied structures, and if the demolition permit related to the site was issued less than 60 months (5 years) prior to the issuance of a building permit. The credit can, in no case, exceed the amount of D.C.s that would otherwise be payable.

7.2.4 Exemptions (full or partial)

a) Statutory exemptions

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

For clarity in applying the industrial building additions exemption described in section 4 of the D.C.A., the D.C. by-law will include provisions to reflect the following:

27. 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.

28. 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.
29. Self-service storage facilities and retail warehouses are not considered to be industrial buildings
30. The exemption 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

b) Non-statutory exemptions

31. 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;
32. A Public Hospital;
33. A non-residential building in connection with an Agriculture use including “farm help quarters” for farming operation workers and farm storage structures;
34. Charities, non-profit, and non-for-for-profit organizations may apply to Council to see relief from D.C.s if the meet the following criteria:
    - the Building must be used for the exclusive or intended use of the organization;
    - the organization must have a valid registration number;
    - the organization must have been in existence for a period of at least three (3) years immediately prior to the application;
    - the organization must be willing to sign an undertaking under seal agreeing that it will pay the D.C. s if the property ownership is transferred to a non-charitable organization within three (3) years of the date of the building permit issuance, unless the transfer is part of the agreed upon business or purpose of the organization; and
    - the use of the Building must be directly related to the core business or purpose of the organization.
35. D.C. s are not payable in respect of a Temporary Residential Unit or Temporary Non-Residential Unit where the Owner signs an undertaking under seal to remove the structure within three (3) years after the date of issuance of the building permit.

36. Enlargement of the Gross Floor Area of an existing Industrial Building that has been in operation for a period of more than five (5) years immediately prior to the application respecting the enlargement and has been under the same ownership for the previous five (5) year period.
37. Where the redevelopment involves a conversion from a non-residential, commercial development to a retail development, the incremental D.C. amount identified in section 7.2.3 (conversion credits) will be exempt if the commercial total floor area being converted to a retail development is less than or equal to three thousand sq.ft.

7.2.5 Phase in Provision(s)

No provisions for phasing in the D.C. are provided in the proposed D.C. by-law.

7.2.6 Timing of Collection

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

7.2.7 Indexing

All D.C.s will be subject to mandatory indexing annually on April 1st, in accordance with provisions under the D.C.A.

7.2.8 D.C. Spatial Applicability

In accordance with the D.C.A., the Town gave consideration to the imposition of Recreation and Parks and Library Services on an area-specific basis. As noted in Section 4.8, it has been recommended that the Town's current D.C. policy of imposing all services on a uniform municipal-wide basis maintained.

7.3 Other D.C. By-law Provisions

7.3.1 Categories of Services for Reserve Fund and Credit Purposes

It is recommended that the Town's D.C. collections be contributed into eight (8) separate reserve funds, including: Transportation, Fire Services, Transit Services, Parking Services, Recreation and Parks, Library Services, Administration, Stormwater Management.

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, subject to further annual review during the capital budget process;"
>
> "Approve the D.C. Background Study dated June 23, 2017;"
>
> "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;

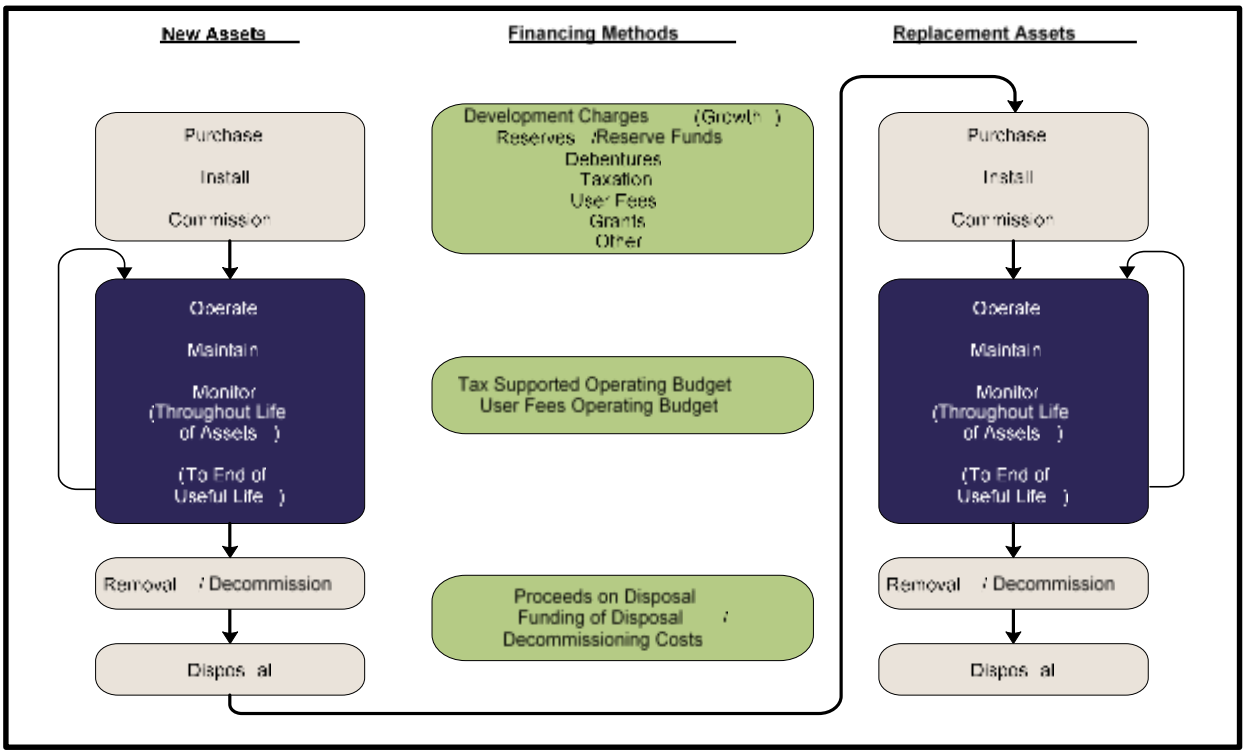
(b) demonstrate that all the assets mentioned in clause (a) are financially sustainable over their full life cycle;

(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 $17.8 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]		3,859,262
Annual Debt Payment on Post Period Capital[2]		3,884,197
Lifecycle:		
Annual Lifecycle - Town Wide Services	$9,290,923	
Sub-Total - Annual Lifecycle	$9,290,923	$9,290,923
Incremental Operating Costs (for D.C. Services)		$4,597,890
Total Expenditures		**$17,748,074**
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
1. A section that sets out the state of local infrastructure and that sets out, 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.
2. A section that sets out the proposed level of service and that, 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.
3. An asset management strategy that, 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, 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) 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.
4. A financial strategy that, i. shows the yearly expenditure forecasts that are proposed to achieve the proposed level of service, categorized by, 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 Soluctions										
Operating										
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										
Capital										
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										
Capital										
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
Operating										
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
Capital										
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)

9. By-law Implementation

9.1 Public Consultation

This chapter addresses the mandatory, formal public consultation process (subsection 9.1.1), as well as the optional, informal consultation process (subsection 9.1.2). The latter is designed to seek the co-operation and involvement of those involved, in order to produce the most suitable policy. Section 9.2 addresses the anticipated impact of the D.C. on development, from a generic viewpoint.

9.1.1 Public Meeting of Council

Section 12 of the D.C.A., 1997 indicates that before passing a D.C. by-law, Council must hold at least one public meeting, giving at least 20 clear days' notice thereof, in accordance with the Regulation. Council must also ensure that the proposed by-law and background report are made available to the public at least two weeks prior to the (first) meeting.

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

If a proposed by-law is changed following such a meeting, the Council must determine whether a further meeting (under this section) is necessary. For example, if the by-law which is proposed for adoption has been changed in any respect, the Council should formally consider whether an additional public meeting is required, incorporating this determination as part of the final by-law or associated resolution. It is noted that Council's decision, once made, is final and not subject to review by a Court or the O.M.B.

9.1.2 Other Consultation Activity

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

1. The residential development community, consisting of land developers and builders, who are typically responsible for generating the majority of the D.C. revenues. Others, such as realtors, are directly impacted by D.C. policy. They are, therefore, potentially interested in all aspects of the charge, particularly the quantum by unit type, projects to be funded by the D.C. and the timing thereof,

and municipal policy with respect to development agreements, D.C. credits and front-ending requirements.

2. The second public grouping embraces the public at large and includes taxpayer coalition groups and others interested in public policy (e.g. in encouraging a higher non-automobile modal split).

3. The third grouping is the industrial/commercial/institutional development sector, consisting of land developers and major owners or organizations with significant construction plans, such as hotels, entertainment complexes, shopping centres, offices, industrial buildings and institutions. Also involved are organizations such as Industry Associations, the Chamber of Commerce, the Board of Trade and the Economic Development Agencies, who are all potentially interested in municipal D.C. policy. Their primary concern is frequently with the quantum of the charge, gross floor area exclusions such as basement, mechanical or indoor parking areas, or exemptions and phase-in or capping provisions in order to moderate the impact.

9.2 Anticipated Impact of the Charge on Development

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

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

9.3 Implementation Requirements

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

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

The following provides an overview of the requirements in each case.

9.3.1 Notice of Passage

In accordance with s.13 of the D.C.A., when a D.C. by-law is passed, the municipal clerk shall give written notice of the passing and of the last day for appealing the by-law (the day that is 40 days after the day it was passed). Such notice must be given not later than 20 days after the day the by-law is passed (i.e. as of the day of newspaper publication or the mailing of the notice).

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

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

9.3.2 By-law Pamphlet

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

55. a description of the general purpose of the D.C.s;
56. the "rules" for determining if a charge is payable in a particular case and for determining the amount of the charge;
57. the services to which the D.C.s relate; and
58. a general description of the general purpose of the Treasurer's statement and where it may be received by the public.

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

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

9.3.3 Appeals

Sections 13 to 19 of the D.C.A., 1997 set out requirements relative to making and processing a D.C. by-law appeal and an O.M.B. Hearing in response to an appeal. Any person or organization may appeal a D.C. by-law to the O.M.B. by filing a notice of appeal with the municipal clerk, setting out the objection to the by-law and the reasons supporting the objection. This must be done by the last day for appealing the by-law, which is 40 days after the by-law is passed.

9.3.4 Complaints

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

59. the amount of the charge was incorrectly determined;
60. the credit to be used against the D.C. was incorrectly determined; or
61. there was an error in the application of the D.C.

Sections 20 to 25 of the D.C.A., 1997 set out the requirements that exist, including the fact that a complaint may not be made later than 90 days after a D.C. (or any part of it) is payable. A complainant may appeal the decision of Municipal Council to the O.M.B.

9.3.5 Credits

Sections 38 to 41 of the D.C.A., 1997 set out a number of credit requirements, which apply where a Town agrees to allow a person to perform work in the future that relates to a service in the D.C. by-law.

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

9.3.6 Front-Ending Agreements

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

Part III of the D.C.A., 1997 (Sections 44 to 58) addresses front-ending agreements and removes some of the obstacles to their use which were contained in the D.C.A., 1989. Accordingly, the Town assesses whether this mechanism is appropriate for its use, as part of funding projects prior to municipal funds being available.

9.3.7 Severance and Subdivision Agreement Conditions

Section 59 of the D.C.A., 1997 prevents a Town from imposing directly or indirectly, a charge related to development or a requirement to construct a service related to development, by way of a condition or agreement under s.51 or s.53 of the Planning Act, except for:

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

It is also noted that s.s.59(4) of the D.C.A., 1997 requires that the municipal approval authority for a draft plan of subdivision under s.s.51(31) of the Planning Act, use its power to impose conditions to ensure that the first purchaser of newly subdivided land is informed of all the D.C.s related to the development, at the time the land is transferred.

In this regard, if the Town in question is a commenting agency, in order to comply with subsection 59(4) of the D.C.A., 1997 it would need to provide to the approval authority, information regarding the applicable municipal D.C.s related to the site.

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

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

Appendix A – Background Information on Residential and Non-residential Growth Forecast

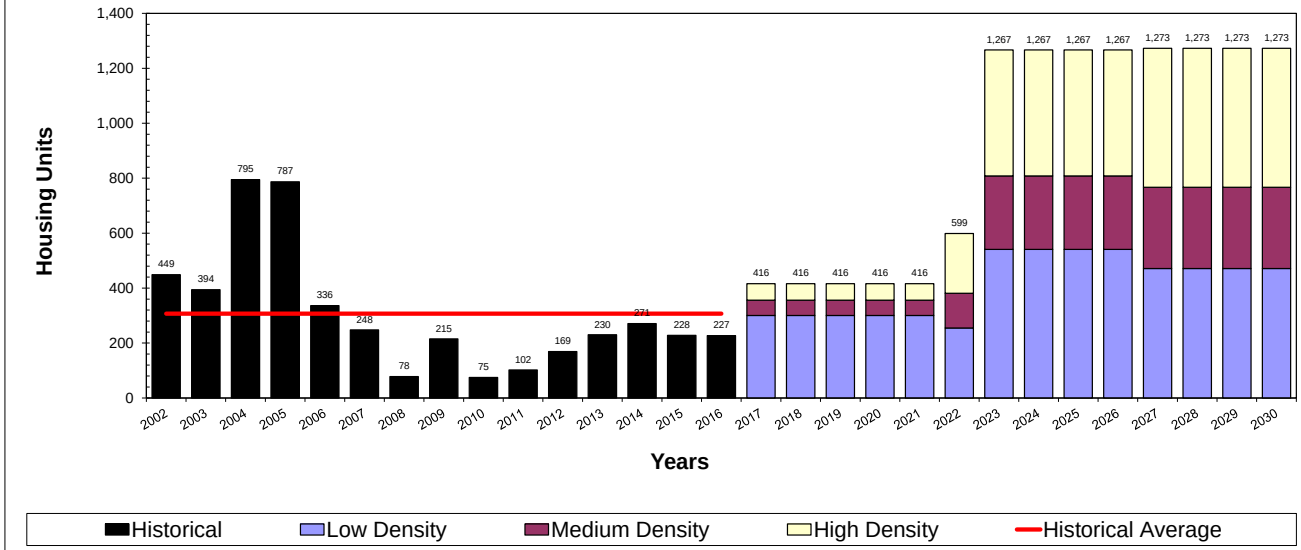
Schedule 1
Town of Halton Hills
Residential Growth Forecast Summary

	Year	Population (Excluding Census Undercount)	Institutional Population	Population (Excluding Institutional)[1]	Housing Units					
					Singles & Semi Detached	Multiple Dwellings[2]	Apartments[3]	Other	Total Households	Person Per Unit (PPU)
Historical	*Mid 2006*	55,289	999	54,290	12,010	1,285	780	45	14,120	3.92
	Mid 2011	59,008	1,041	57,967	15,840	2,395	2,000	40	20,275	2.91
	Mid 2016	61,161	1,047	60,114	16,350	2,590	2,110	25	21,075	2.90
Forecast	*Mid 2017*	61,529	1,060	60,469	16,437	2,631	2,110	25	21,203	2.90
	Mid 2022	65,617	1,151	64,466	17,939	2,946	2,472	25	23,382	2.81
	Mid 2027	79,506	1,335	78,171	20,357	4,141	4,526	25	29,049	2.74
	Mid 2031	91,885	1,480	90,405	22,241	5,325	6,550	25	34,141	2.69
Incremental	**Mid 2001 - Mid 2006**	**7,105**	**375**	**6,730**	**-900**	**-165**	**-1,210**	**10**	**-2,265**	
	Mid 2006 - Mid 2011	**3,719**	**42**	**3,677**	**3,830**	**1,110**	**1,220**	**-5**	**6,155**	
	Mid 2011 - Mid 2016	**2,153**	**6**	**2,147**	**510**	**195**	**110**	**-15**	**800**	
	Mid 2011 - Mid 2017	**368**	**14**	**354**	**87**	**41**	**0**	**0**	**128**	
	Mid 2017 - Mid 2022	**4,088**	**91**	**3,997**	**1,502**	**315**	**362**	**0**	**2,179**	
	Mid 2017 - Mid 2027	**17,977**	**275**	**17,702**	**3,920**	**1,510**	**2,416**	**0**	**7,846**	
	Mid 2017 - Mid 2031	**30,356**	**420**	**29,936**	**5,804**	**2,694**	**4,440**	**0**	**12,938**	

Source: 2006 and 2011 Statistics Canada Census, 2017 to 2031 Watson & Associates Economists Ltd., 2017 derived from Halton Region Best Planning Estimates (BPE), June 2011.
1. Census Undercount estimated at approximately 4%. Note: Population Including the Undercount has been rounded.
2. Includes townhomes and apartments in duplexes.
3. Includes bachelor, 1 bedroom and 2 bedroom+ apartments.

Figure A-1

Annual Housing Forecast[1]



Source: Historical housing activity (2002-2016) based on Statistics Canada building permits.
1. Growth Forecast represents calendar year.

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

Development Location	Timing	Single & Semi-Detached	Multiples[1]	Apartments[2]	Total Residential Units	Gross Population In New Units	Existing Unit Population Change	Net Population Increase
Georgetown Built Up Area	2017 - 2027	696	470	1,638	2,805	6,023	(2,021)	4,002
	2017 - 2031	696	1,037	3,186	4,919	9,733	(2,099)	7,635
Vision Georgetown Secondary Plan Area	2017 - 2027	2,555	849	682	4,086	11,997	-	11,997
	2017 - 2031	4,232	1,407	1,129	6,768	19,872	-	19,872
Other Halton Hills [3]	2017 - 2027	669	191	96	955	2,941	(960)	1,980
	2017 - 2031	876	250	125	1,251	3,849	(997)	2,852
Town of Halton Hills	2017 - 2027	3,920	1,510	2,416	7,846	20,961	(2,984)	17,977
	2017 - 2031	5,804	2,694	4,440	12,938	33,455	(3,099)	30,356

Source: Watson & Associates Economists Ltd., 2017

Residential distribution based on a combination of historical permit activity, available housing supply and discussions with Town staff regarding future development prospects.

1. Includes townhomes and apartments in duplexes.

2. Includes bachelor, 1 bedroom and 2 bedroom+ apartments.

3. Includes all lands outside of the Georgetown Built Up Area and Vision Georgetown Secondary Plan Area.

Schedule 3
Town of Halton Hills
Current Year Growth Forecast
Mid 2016 to Mid 2017

			POPULATION
Mid 2016 Population			61,161
Occupants of New Housing Units, Mid 2016 to Mid 2017	*Units (2)*	128	
	multiplied by persons per unit (3)	3.17	
	gross population increase	406	406
Decline in Housing Unit Occupancy, Mid 2016 to Mid 2017	*Units (4)*	20,275	
	multiplied by ppu decline rate (5)	-0.0019	
	total decline in population	-38	-38
Population Estimate to Mid 2017			61,529
Net Population Increase, Mid 2011 to Mid 2017			*368*

(1) 2016 population based on StatsCan Census unadjusted for Census Undercount.

(2) Estimated residential units constructed, Mid 2011 to the beginning of the growth period, assuming a six month lag between construction and occupancy.

(3) Average number of persons per unit (ppu) is assumed to be:

Structural Type	Persons Per Unit[1]	% Distribution of Estimated Units[2]	Weighted Persons Per Unit Average
Singles & Semi Detached	3.51	68%	2.38
Multiples (6)	2.45	32%	0.79
Apartments (7)	1.43	0%	0.00
Total		100%	3.17

[1] Based on 2011 Census custom database

[2] Based on Building permit/completion acitivty

(4) 2016 households taken from StatsCan Census.

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

(6) Includes townhomes and apartments in duplexes.

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

Schedule 4
Town of Halton Hills
Five Year Growth Forecast
Mid 2017 to Mid 2022

			POPULATION
Mid 2017 Population			61,529
Occupants of New Housing Units, Mid 2017 to Mid 2022	*Units (2)*	2,179	
	multiplied by persons per unit (3)	3.00	
	gross population increase	6,539	6,539
Decline in Housing Unit Occupancy, Mid 2017 to Mid 2022	*Units (4)*	21,203	
	multiplied by ppu decline rate (5)	-0.1156	
	total decline in population	-2,451	-2,451
Population Estimate to Mid 2022			65,617
Net Population Increase, Mid 2017 to Mid 2022			*4,088*

(1) Mid 2017 Population based on:

2016 Population (61,161) + Mid 2016 to Mid 2017 estimated housing units to beginning of forecast period (128 x 3.17 = 406) + (20,275 x -0.0019 = -38) = 61,529

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

(3) Average number of persons per unit (ppu) is assumed to be:

Structural Type	Persons Per Unit[1]	% Distribution of Estimated Units[2]	Weighted Persons Per Unit Average
Singles & Semi Detached	3.48	69%	2.40
Multiples (6)	2.47	14%	0.36
less than three bedrooms	2.04		
three bedroom or more	2.81		
Apartments (7)	1.49	17%	0.25
one bedroom or less	1.27		
two bedrooms or more	1.70		
Total		100%	3.00

[1] Persons per unit based on adjusted Statistics Canada Custom 2011 Census database.

[2] Forecast unit mix based upon historical trends and housing units in the development process.

(4) Mid 2017 households based upon 20,275 (2016 Census) + 128 (Mid 2016 to Mid 2017 unit estimate) = 21,203

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

(6) Includes townhomes and apartments in duplexes.

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

Schedule 4b
Town of Halton Hills
Ten Year Growth Forecast
Mid 2017 to Mid 2027

			POPULATION
Mid 2017 Population			61,529
Occupants of New Housing Units, Mid 2017 to Mid 2027	*Units (2)*	7,846	
	multiplied by persons per unit (3)	2.67	
	gross population increase	20,961	20,961
Decline in Housing Unit Occupancy, Mid 2017 to Mid 2027	*Units (4)*	21,203	
	multiplied by ppu decline rate (5)	-0.1407	
	total decline in population	-2,984	-2,984
Population Estimate to Mid 2027			79,506
Net Population Increase, Mid 2017 to Mid 2027			*17,977*

(1) Mid 2017 Population based on:

2016 Population (61,161) + Mid 2016 to Mid 2017 estimated housing units to beginning of forecast period (128 x 3.17 = 406) + (20,275 x -0.0019 = -38) = 61,529

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

(3) Average number of persons per unit (ppu) is assumed to be:

Structural Type	Persons Per Unit[1]	% Distribution of Estimated Units[2]	Weighted Persons Per Unit Average
Singles & Semi Detached	3.48	50%	1.74
Multiples (6)	2.47	19%	0.48
less than three bedrooms	2.04		
three bedroom or more	2.81		
Apartments (7)	1.49	31%	0.46
one bedroom or less	1.27		
two bedrooms or more	1.70		
Total		100%	2.67

[1] Persons per unit based on adjusted Statistics Canada Custom 2011 Census database.

[2] Forecast unit mix based upon historical trends and housing units in the development process.

(4) Mid 2017 households based upon 20,275 (2016 Census) + 128 (Mid 2016 to Mid 2017 unit estimate) = 21,203

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

(6) Includes townhomes and apartments in duplexes.

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

Schedule 5
Town of Halton Hills
Buildout Growth Forecast
Mid 2017 to 2031

			POPULATION
Mid 2017 Population			61,529
Occupants of New Housing Units, Mid 2017 to 2031	*Units (2)*	12,938	
	multiplied by persons per unit (3)	2.59	
	gross population increase	33,455	33,455
Decline in Housing Unit Occupancy, Mid 2017 to 2031	*Units (4)*	21,203	
	multiplied by ppu. decline rate (5)	-0.1462	
	total decline in population	-3,099	-3,099
Population Estimate to 2031			91,885
Net Population Increase, Mid 2017 to 2031			*30,356*

(1) Mid 2017 Population based on:

2016 Population (61,161) + Mid 2016 to Mid 2017 estimated housing units to beginning of forecast period (128 x 3.17 = 406) + (20,275 x -0.0019 = -38) = 61,529

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

(3) Average number of persons per unit (ppu) is assumed to be:

Structural Type		Persons Per Unit[1]	% Distribution of Estimated Units[2]	Weighted Persons Per Unit Average
Singles & Semi Detached		3.48	45%	1.56
Multiples (6)		2.47	21%	0.51
less than three bedrooms	2.04			
three bedroom or more	2.81			
Apartments (7)		1.49	34%	0.51
one bedroom or less	1.27			
two bedrooms or more	1.70			
Total			100%	2.59

[1] Persons per unit based on adjusted Statistics Canada Custom 2011 Census database.

[2] Forecast unit mix based upon historical trends and housing units in the development process.

(4) Mid 2017 households based upon 20,275 (2016 Census) + 128 (Mid 2016 to Mid 2017 unit estimate) = 21,203

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

(6) Includes townhomes and apartments in duplexes.

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

Schedule 6

Town of Halton Hills
Historical Residential Building Permits
Years 2007 - 2016

Year	Residential Building Permits			
	Singles & Semi Detached	Multiples[1]	Apartments[2]	Total
2007	201	41	6	248
2008	78	0	0	78
2009	83	79	53	215
2010	71	1	3	75
2011	75	24	3	102
Sub-total	508	145	65	718
Average (2007 - 2011)	***102***	***29***	***13***	***144***
% Breakdown	70.8%	20.2%	9.1%	100.0%
2012	144	25	0	169
2013	192	38	0	230
2014	260	11	0	271
2015	152	76	0	228
2016	87	78	62	227
Sub-total	835	228	62	1,125
Average (2012 - 2016)	***167***	***46***	***12***	***225***
% Breakdown	74.2%	20.3%	5.5%	100.0%
2007 - 2016				
Total	1,343	373	127	1,843
Average	***134***	***37***	***13***	***184***
% Breakdown	72.9%	20.2%	6.9%	100.0%

Source: Statistics Canada building permit data.

1. Includes townhomes and apartments in duplexes.

2. Includes bachelor, 1 bedroom and 2 bedroom+ apartments.

Schedule 7a

Town of Halton Hills
Persons Per Unit By Age And Type Of Dwelling
(2011 Census)

Age of Dwelling	Singles and Semi-Detached							
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total	Adjusted PPU[1]	15 Year Average
1-5	-	-	2.429	3.322	4.615	**3.343**	3.35	
6-10	-	2.333	2.091	3.466	4.452	**3.475**	3.49	
11-15	-	-	2.714	3.520	4.273	**3.577**	3.59	3.48
16-20	-	-	-	3.381	4.125	**3.424**	3.43	
20-25	-	-	-	2.974	4.600	**3.162**	3.16	
25-35	-	-	-	3.228	3.000	**3.207**	3.21	
35+	-	2.143	1.930	2.800	3.707	**2.762**	2.76	
Total	**-**	**2.200**	**2.000**	**3.098**	**4.004**	**3.084**		

Age of Dwelling	All Density Types					
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total
1-5	-	-	2.417	3.153	4.846	**3.214**
6-10	-	3.333	2.400	3.362	4.881	**3.415**
11-15	-	-	1.971	3.413	4.424	**3.401**
16-20	-	2.333	2.125	3.139	4.563	**3.092**
20-25	-	1.211	1.522	3.199	4.600	**2.912**
25-35	-	0.941	2.000	3.150	4.100	**2.829**
35+	-	1.417	2.283	2.884	4.350	**2.789**
Total	**-**	**1.567**	**2.209**	**3.089**	**4.492**	**3.006**

1. The Census PPU has been adjusted to account for the downward PPU trend which has been recently experienced in both new and older units, largely due to the aging of the population

2. Includes townhomes and apartments in duplexes.

3. Includes bachelor, 1 bedroom and 2 bedroom+ apartments.

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

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

Schedule 7b

Halton Region
Persons Per Unit By Age And Type Of Dwelling
(2011 Census)

Age of Dwelling	Singles and Semi-Detached							
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total	Adjusted PPU[1]	15 Year Average
1-5	-	2.118	2.410	3.416	4.706	**3.465**	3.51	
6-10	-	2.235	2.207	3.458	4.433	**3.481**	3.50	
11-15	-	-	2.459	3.355	4.289	**3.412**	3.42	3.48
16-20	-	-	2.556	3.407	4.126	**3.473**	3.48	
20-25	-	-	2.105	3.240	3.934	**3.320**	3.32	
25-35	-	-	2.200	3.067	3.538	**3.102**	3.10	
35+	1.467	1.838	2.058	2.792	3.613	**2.791**	2.79	
Total	**1.405**	**1.992**	**2.154**	**3.110**	**3.988**	**3.134**		

Age of Dwelling	Multiples[2]							
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total	Adjusted PPU[1]	15 Year Average
1-5	-	1.731	2.009	2.578	-	**2.447**	2.45	
6-10	-	-	1.979	2.586	-	**2.501**	2.51	
11-15	0.364	-	1.852	2.615	-	**2.456**	2.46	2.47
16-20	0.364	2.231	1.738	2.495	-	**2.337**	2.34	
20-25	-	1.526	2.052	2.659	-	**2.465**	2.47	
25-35	-	-	2.132	2.596	0.800	**2.503**	2.50	
35+	1.235	1.558	1.989	2.646	4.051	**2.539**	2.54	
Total	**0.733**	**1.727**	**1.961**	**2.602**	**3.878**	**2.478**		

Age of Dwelling	Apartments[3]							
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total	Adjusted PPU[1]	15 Year Average
1-5	-	1.323	1.565	1.917	-	**1.477**	1.43	
6-10	-	1.178	1.631	2.619	-	**1.529**	1.51	
11-15	-	1.260	1.556	2.146	-	**1.549**	1.54	1.49
16-20	-	1.261	1.689	2.513	-	**1.619**	1.61	
20-25	-	1.266	1.618	2.308	-	**1.550**	1.55	
25-35	-	1.251	1.855	2.930	-	**1.758**	1.76	
35+	0.840	1.302	1.764	2.443	-	**1.644**	1.64	
Total	**0.986**	**1.283**	**1.711**	**2.447**	**-**	**1.617**		

Age of Dwelling	All Density Types					
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total
1-5	-	1.407	1.954	3.173	4.575	**3.010**
6-10	-	1.302	1.885	3.234	4.456	**3.090**
11-15	-	1.333	1.802	3.125	4.241	**2.911**
16-20	-	1.357	1.763	3.101	4.126	**2.808**
20-25	-	1.312	1.770	3.123	3.892	**2.874**
25-35	-	1.292	1.913	2.963	3.545	**2.722**
35+	1.563	1.350	1.867	2.759	3.588	**2.526**
Total	**1.844**	**1.344**	**1.858**	**2.991**	**3.955**	**2.768**

1. The Census PPU has been adjusted to account for the downward PPU trend which has been recently experienced in both new and older units, largely due to the aging of the population

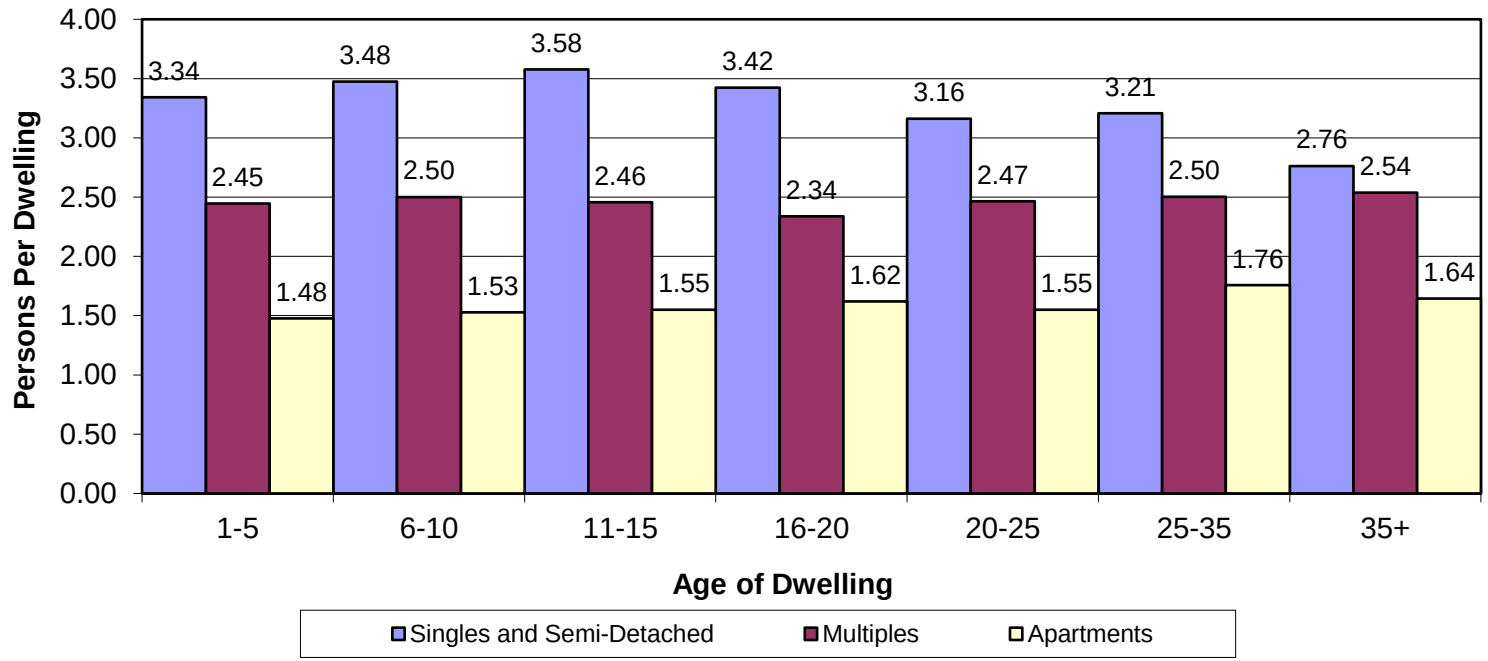
2. Includes townhomes and apartments in duplexes.

3. Includes bachelor, 1 bedroom and 2 bedroom+ apartments.

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

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

Schedule 8
Town of Halton Hills
Persons Per Unit By Structural Type And Age Of Dwelling
(2011 Census)



Multiple and Apartment PPUs are based on Halton Region.

Schedule 9a
Town of Halton Hills
Employment Forecast 2017-2031

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Period	Population	Activity Rate								Employment							
		Primary	Work at Home	Industrial	Commercial/ Population Related	Institutional	Total	NFPOW[1]	Total Including NFPOW	Primary	Work at Home	Industrial	Commercial/ Population Related	Institutional	Total	NFPOW [1]	Total Employment (Including NFPOW)
Mid 2006	55,289	0.010	0.042	0.102	0.115	0.047	0.316	0.051	0.368	580	2,325	5,620	6,380	2,575	17,480	2,845	20,325
Mid 2011	59,008	0.006	0.042	0.091	0.110	0.056	0.305	0.047	0.352	370	2,460	5,363	6,503	3,315	18,010	2,780	20,790
Mid 2017	61,529	0.006	0.046	0.092	0.122	0.061	0.327	0.010	0.337	370	2,829	5,636	7,535	3,737	20,108	2,898	23,006
Mid 2022	65,617	0.006	0.046	0.119	0.124	0.059	0.354	0.014	0.368	370	2,991	7,822	8,137	3,899	23,219	3,222	26,441
Mid 2027	79,506	0.005	0.046	0.158	0.127	0.055	0.391	0.010	0.401	370	3,624	12,583	10,097	4,373	31,048	4,063	35,111
Mid 2031	91,885	0.004	0.047	0.173	0.129	0.052	0.405	0.052	0.457	370	4,345	15,862	11,847	4,790	37,215	4,747	41,962
Incremental Change																	
Mid 2011 - Mid 2017	2,521	-0.0003	0.0043	0.0007	0.0123	0.0046	0.0216	-0.0369	-0.0154	0	369	274	1,032	422	2,098	118	2,216
Mid 2017 - Mid 2022	4,088	-0.0004	-0.0004	0.0276	0.0015	-0.0013	0.0271	0.0035	0.0306	0	162	2,186	602	162	3,111	324	3,435
Mid 2017 - Mid 2027	17,977	-0.0014	-0.0004	0.0667	0.0045	-0.0057	0.0637	0.0002	0.0639	0	795	6,947	2,562	635	10,940	1,165	12,105
Mid 2017 - Mid 2031	30,356	-0.0020	0.0013	0.0810	0.0065	-0.0086	0.0782	0.0415	0.1197	0	1,516	10,225	4,313	1,053	17,107	1,849	18,956
Annual Average																	
Mid 2011 - Mid 2017	420	0.0000	0.0007	0.0001	0.0020	0.0008	0.0036	-0.0062	-0.0026	0	62	46	172	70	350	20	369
Mid 2017 - Mid 2022	818	-0.00007	-0.00008	0.00552	0.00031	-0.00026	0.00541	0.00071	0.00612	0	32	437	120	32	622	65	687
Mid 2017 - Mid 2027	1,798	-0.00014	-0.00004	0.00667	0.00045	-0.00057	0.00637	0.00002	0.00639	0	80	695	256	64	1,094	117	1,211
Mid 2017 - Mid 2031	867	-0.00006	0.00004	0.00231	0.00019	-0.00025	0.00223	0.00119	0.00342	0	43	292	123	30	489	53	542

Source: 2006 and 2011 Statistics Canada Census, 2017 to 2031 Watson & Associates Economists Ltd., 2017 derived from Halton Region Best Planning Estimates (BPE), June 2011.

1. Statistics Canada defines no fixed place of work (NFPOW) employees as "persons who do not go from home to the same work place location at the beginning of each shift". Such persons include building and landscape contractors, travelling salespersons, independent truck drivers, etc.

Schedule 9b
Town of Halton Hills
Employment & Gross Floor Area (GFA) Forecast, 2017 To 2031

Period	Population	Employment					Gross Floor Area in Square Feet (Estimated)[1]			
		Primary	Industrial	Commercial/ Population Related	Institutional	Total	Industrial	Commercial/ Population Related	Institutional	Total
Mid 2006	55,289	580	5,620	6,380	2,575	15,155				
Mid 2011	59,008	370	5,363	6,503	3,315	15,550				
Mid 2017	61,529	370	5,636	7,535	3,737	17,279				
Mid 2022	65,617	370	7,822	8,137	3,899	20,228				
Mid 2027	79,506	370	12,583	10,097	4,373	27,423				
Mid 2031	91,885	370	15,862	11,847	4,790	32,869				
Incremental Change										
Mid 2011 - Mid 2017	2,521	0	274	1,032	422	1,729	387,500	413,000	215,400	1,015,900
Mid 2017 - Mid 2022	4,088	0	2,186	602	162	2,949	3,093,200	240,600	82,500	3,416,300
Mid 2017 - Mid 2027	17,977	0	6,947	2,562	635	10,145	9,829,900	1,024,900	324,000	11,178,800
Mid 2017 - Mid 2031	30,356	0	10,225	4,313	1,053	15,591	14,468,700	1,725,000	536,900	16,730,600
Annual Average										
Mid 2011 - Mid 2017	420	0	46	172	70	288	64,583	68,833	35,900	169,317
Mid 2017 - Mid 2022	818	0	437	120	32	590	618,640	48,120	16,500	683,260
Mid 2017 - Mid 2027	1,798	0	695	256	64	1,014	982,990	102,490	32,400	1,117,880
Mid 2017 - Mid 2031	867	0	730	308	75	1,114	1,033,479	123,214	38,350	1,195,043

Source: 2006 and 2011 Statistics Canada Census, 2017 to 2031 Watson & Associates Economists Ltd., 2017 derived from Halton Region Best Planning Estimates (BPE), June 2011.

1. Forecast Gross Floor Area (GFA) dervied by Watson & Associates based on the following average floor space per worker assumptions:

Industrial	1,415
Commercial/ Population Related	400
Institutional	510

Schedule 9c

Estimate of the Anticipated Amount, Type and Location of
Non-Residential Development for Which Development Charges can be Imposed

Development Location	Timing	Industrial GFA S.F	Commercial GFA S.F.	Institutional GFA S.F.	Total Non-Res GFA S.F.	Employment Increase[1]
Premier Gateway Employment Area	2017 - 2027	6,684,500	349,300	245,700	7,279,500	6,079
	2017 - 2031	11,484,200	600,100	422,100	12,506,400	10,444
Remaining Halton Hills	2017 - 2027	3,145,400	675,600	78,300	3,899,300	4,066
	2017 - 2031	2,984,500	1,124,900	114,800	4,224,200	5,147
Town of Halton Hills	2017 - 2027	9,829,900	1,024,900	324,000	11,178,800	10,145
	2017 - 2031	14,468,700	1,725,000	536,900	16,730,600	15,591

Source: Watson & Associates Economists Ltd., 2017

1. Employment Increase does not include No Fixed Place of Work.

2. Forecast Gross Floor Area (GFA) dervied by Watson & Associates based on the following average floor space per worker assumptions:

Industrial	1,415
Commercia	400
Institutional	510

Schedule 10
Town of Halton Hills
Non-Residential Construction Value
Years 2006 - 2016
(000's 2015 $)

YEAR	Industrial				Commercial				Institutional				Total			
	New	Improve	Additions	Total	New	Improve	Additions	Total	New	Improve	Additions	Total	New	Improve	Additions	Total
2006	867	7,389	0	8,255	5,221	464	25,729	31,414	92	2,268	70,507	72,867	6,180	10,121	96,236	112,537
2007	527	1,464	21,599	23,590	3,239	1,815	22,468	27,522	160	515	30,092	30,768	3,926	3,794	74,159	81,880
2008	854	4,043	19,498	24,395	2,940	0	6,994	9,933	46	0	26,157	26,202	3,840	4,043	52,648	60,531
2009	1,368	8,527	19,525	29,419	1,677	5,343	1,674	8,694	24	5,684	11,360	17,068	3,068	19,555	32,558	55,181
2010	374	0	2,524	2,897	2,851	0	7,090	9,941	0	1,122	4,806	5,928	3,225	1,122	14,420	18,766
2011	0	0	0	0	1,324	0	1,992	3,316	4,019	11,163	0	15,181	5,343	11,163	1,992	18,497
2012	286	24	996	1,306	60,131	573	33,579	94,283	0	213	11,861	12,074	60,416	810	46,437	107,663
2013	386	3,669	1,694	5,749	17,338	22,421	2,329	42,088	10	1,858	4,023	5,891	17,734	27,947	8,047	53,728
2014	12,696	150	0	12,846	15,080	7,431	12,400	34,911	0	905	1,700	2,605	27,776	8,486	14,100	50,362
2015	8,049	311	3,937	12,297	22,888	6,659	282	29,829	45	1	0	46	30,982	6,971	4,219	42,172
Subtotal	30,485	29,957	74,120	134,562	164,413	53,771	134,784	352,967	18,931	23,966	261,474	304,371	213,829	107,693	470,378	791,900
Percent of Total	23%	22%	55%	100%	47%	15%	38%	100%	6%	8%	86%	100%	27%	14%	59%	100%
Average	***2,178***	***2,140***	***5,294***	***9,612***	***11,744***	***3,841***	***9,627***	***25,212***	***1,352***	***1,712***	***18,677***	***21,741***	***15,274***	***7,692***	***33,598***	***56,564***
2002 - 2014																
Period Total				134,562				323,138				304,325				791,900
2002-2014 Average				***9,612***				***25,212***				***21,741***				***56,564***
% Breakdown				17.0%				40.8%				38.4%				100.0%

Source: Statistics Canada Publication, 64-001-XIB
Note: Inflated to year-end 2014 (January, 2015) dollars using Reed Construction Cost Index

Schedule 11

Town of Halton Hills

Employment by Major Employment Sector, 2001 to 2011

NAICS		Year			Change		Comments
		2001	2006	2011	01-06	06-11	
	Employment by industry						
	Primary Industry Employment						
11	*Agriculture, forestry, fishing and hunting*	370	615	455	245	-160	Categories which relate to
21	*Mining and oil and gas extraction*	45	105	95	60	-10	local land-based resources.
	Sub-total	**415**	**720**	**550**	**305**	**-170**	
	Industrial and Other Employment						
22	*Utilities*	15	90	135	75	45	
23	*Construction*	320	810	630	490	-180	Categories which relate
31-33	*Manufacturing*	2,395	3,680	3,510	1,285	-170	primarily to industrial land
41	*Wholesale trade*	405	790	850	385	60	supply and demand.
48-49	*Transportation and warehousing*	390	675	665	285	-10	
56	*Waste management and remediation services*	85	190	310	105	120	
	Sub-total	**3,610**	**6,235**	**6,100**	**2,625**	**-135**	
	Population Related Employment						
44-45	*Retail trade*	860	2,525	2,440	1,665	-85	
51	*Information and cultural industries*	100	205	285	105	80	
52	*Finance and insurance*	215	415	450	200	35	
53	*Real estate and rental and leasing*	150	345	350	195	5	Categories which relate
54	*Professional, scientific and technical services*	475	1,190	1,190	715	0	primarily to population
55	*Management of companies and enterprises*	10	15	0	5	-15	growth within the municipality.
56	*Administrative and support*	85	190	310	105	120	
71	*Arts, entertainment and recreation*	110	515	590	405	75	
72	*Accommodation and food services*	275	1,185	1,205	910	20	
81	*Other services (except public administration)*	615	1,120	1,060	505	-60	
	Sub-total	**2,895**	**7,705**	**7,880**	**4,810**	**175**	
	Institutional						
61	*Educational services*	530	1,225	1,430	695	205	
62	*Health care and social assistance*	540	1,220	1,445	680	225	
91	*Public administration*	240	375	605	135	230	
	Sub-total	**1,310**	**2,820**	**3,480**	**1,510**	**660**	
	Total Employment	**8,230**	**17,480**	**18,010**	**9,250**	**530**	
	Population	**48,184**	**55,289**	**59,008**	**7,105**	**3,719**	
	Employment to Population Ratio						
	Industrial and Other Employment	**0.07**	**0.11**	**0.10**	**0.04**	**-0.01**	
	Population Related Employment	**0.06**	**0.14**	**0.13**	**0.08**	**-0.01**	
	Institutional Employment	**0.03**	**0.05**	**0.06**	**0.02**	**0.01**	
	Primary Industry Employment	**0.01**	**0.01**	**0.01**	**0.00**	**0.00**	
	Total	**0.17**	**0.32**	**0.31**	**0.15**	**-0.01**	

Source: Statistics Canada Employment by Place of Work
Note: 2001-2011 employment figures are classified by North American Industry Classification System (NAICS) Code

Appendix B – Level of Service

Halton Hills
Service Standard Calculation Sheet

Service: Fire Facilities
Unit Measure: ft² of building area

Description	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017 Bld'g Value ($/ft²)	Value/ft² with land, site works, etc.
District One Station - Acton	10,333	10,333	10,333	10,333	11,743	11,743	11,743	11,743	11,743	11,743	$194	$218
Old District Two Station - Georgetown	11,280	11,280	11,280	-	-	-	-	-	-	-	$194	$218
New District Two Station - Georgetown	-	-	-	15,931	15,931	15,931	15,931	15,931	15,931	15,931	$252	$282
District Three Station - HHFD HQ	-	-	13,616	13,616	13,616	13,616	13,616	13,616	13,616	13,616	$261	$291
Training House - Georgetown Fire Hall	600	-	-	-	-	-	-	-	-	-	$88	$101
Storage Garage	520	-	-	-	-	-	-	-	-	-	$176	$198
Training Facility - Public Works	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,600	$53	$63
Total	23,933	22,813	36,429	41,080	42,490	42,490	42,490	42,490	42,490	42,890		

Population	56,439	57,404	54,848	58,580	59,008	59,116	59,453	59,982	60,673	61,161
Employment	14,696	14,817	14,938	15,059	15,180	15,468	15,756	16,045	16,333	16,621
Population and Emplyment	71,135	72,221	69,786	73,639	74,188	74,584	75,209	76,027	77,006	77,782
Per Capita & Employee Standard	0.34	0.32	0.52	0.56	0.57	0.57	0.56	0.56	0.55	0.55

10 Year Average	2007-2016
Quantity Standard	0.51
Quality Standard	$252
Service Standard	$129

DC Amount (before deductions)	14 Year
Forecast Population & Employment	45,947
$ per Capita & Employee	$129
Eligible Amount	$5,909,703

Halton Hills
Service Standard Calculation Sheet

Service: Fire Vehicles
Unit Measure: No. of vehicles

Description	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017 Value ($/Vehicle)
Unit 711, 712, 713 - Ford Explorer	-	-	-	-	2	3	3	3	3	3	$60,000
Unit 700 - 2008 Jeep Liberty	-	1	1	1	1	1	1	1	1	1	$60,000
Command 701 - 2002 Blazer 4X4	1	1	1	1	1	-	-	-	-	-	$93,200
Command 702 - 2002 Blazer 4X4	1	1	1	1	-	-	-	-	-	-	$81,000
Car 703 - 97 Ford F150 Van	1	1	1	1	1	-	-	-	-	-	$65,100
Unit 704, 705, 706 - Dodge Mega Cab	3	3	3	3	3	3	3	3	3	3	$60,000
Unit 707 - 2008 Silverado Extended Cab (R-2008)	-	1	1	1	1	1	1	1	1	1	$40,000
Unit 708 -2008 Chev Silverado (R-2008)	-	1	1	1	1	1	1	1	1	1	$45,000
Unit 709 - 2010 Dodge Ram 2500 2X4 (R-2010)	-	-	1	1	1	1	1	1	1	1	$45,000
Unit 710 -2010 Chev Malibu hybrid			1	1	1	1	1	1	1	1	$40,000
Squad 711 - 2003 Ford F550/Summit	3	2	1	1	-	-	-	-	-	-	$300,700
Squad 714 - 2005 Ford F550/Darch	1	1	1	1	1	-	-	-	-	-	$271,400
Pumper 720 - 94 Spartan/Almonte Pump	1	1	1	1	1	1	1	1	-	-	$571,000
Pump/Rescue 721 - 2009 Spartan/Dependable	-	-	1	1	1	1	1	1	1	1	$700,000
Pump/Rescue 724 - 2010 Spartan/Dependable	-	-	-	1	1	1	1	1	1	1	$70,000
Pumper 723 - 92 Pemfab/Almonte Pump	1	1	1	1	1	-	-	-	-	-	$576,900
Pumper 722 - 01 Dependable/Freightliner Pump	1	1	1	1	1	1	1	1	1	1	$700,000
Rescue 730 - 99 Freightliner/Dependable Rescue	1	1	1	1	1	1	1	1	1	1	$400,000
Rescue 733 - 06 Freightliner/Dependable Rescue	1	1	1	1	1	1	1	1	1	2	$400,000
TRT 731 - 94 Almont Rescue	1	1	1	1	1	1	1	1	1	1	$400,000
Tanker 740 - 99 GMC/Almonte Water Tanker	1	1	1	1	1	1	1	1	1	1	$600,000
Tanker 742 - 02 Freightliner/Dependable Tanker	1	1	1	1	1	1	1	1	1	1	$600,000
Tanker 743 - 04 International/Dependable Tanker	1	1	1	1	1	1	1	1	1	1	$600,000
Aerial 750 - 2003 Spartan RosenBauer	1	1	1	1	1	1	1	1	1	1	$1,200,000
Prevention 760 - 95 Pace Arrow Trailer	1	1	1	1	1	1	1	1	1	1	$16,000
Haz Mat 761 - 98 Avenger Trailer	1	1	1	1	1	1	1	1	1	1	$25,000
Rehab 762 - 2002 Us Cargo Trailer	1	1	1	1	1	1	1	1	1	1	$25,000
Air Support 763 - 2006 U.S. Cargo Trailer	1	1	1	1	1	1	1	1	1	1	$16,000
Fire Safety House 764 - 2006 Surrey Trailer	1	1	1	1	1	1	1	1	1	1	$60,000
Unit 765 - 2008 Utility Trailer	-	1	1	1	1	1	1	1	1	1	$6,000
Unit 770 - 2008 Polaris Ranger 4X4	-	1	1	1	1	1	1	1	1	1	$30,000
Unit 794 - 2008 Light Tower / Generator	-	1	1	1	1	1	1	1	1	1	$25,000
Command 701 - 2016 Ford Transit										1	$125,000
Pump/Rescue 3 - 725 - 2015 Sparton/Thiebault Pump Rescue									1	1	$700,000
Total	25	30	32	33	33	30	30	30	30	32	

Population	56,439	57,404	54,848	58,580	59,008	59,116	59,453	59,982	60,673	61,161
Employment	14,696	14,817	14,938	15,059	15,180	15,468	15,756	16,045	16,333	16,621
Population and Emplyment	71,135	72,221	69,786	73,639	74,188	74,584	75,209	76,027	77,006	77,782
Per Capita & Employee Standard (per 1,000)	0.35	0.42	0.46	0.45	0.44	0.40	0.40	0.39	0.39	0.41

10 Year Average	2007-2016
Quantity Standard (per 1,000)	0.41
Quality Standard	$249,319
Service Standard	$102

DC Amount (before deductions)	14 Year
Forecast Population & Employment	45,947
$ per Capita & Employee	$102
Eligible Amount	$4,708,189

Halton Hills
Service Standard Calculation Sheet

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

Description	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017 Value ($/item)
Radio Tower and Communications Equipment	3	3	1	1	1	1	1	1	1	1	$56,600
Personal Fire Fighter Equipment (Full Time)	23	23	23	23	25	27	29	31	34	36	$7,750
Personal Fire Fighter Equipment (Part Time)	90	90	90	90	90	90	90	90	90	90	$4,750
Dispatcher Equipment	4	4	4	4	4	4	4	4	4	4	$700
Mobile Communications	1	1	1	1	1	1	1	1	1	1	$667,000
Total	121	121	119	119	121	123	125	127	130	132	

Population	56,439	57,404	54,848	58,580	59,008	59,116	59,453	59,982	60,673	61,161
Employment	14,696	14,817	14,938	15,059	15,180	15,468	15,756	16,045	16,333	16,621
Population and Emplyment	71,135	72,221	69,786	73,639	74,188	74,584	75,209	76,027	77,006	77,782
Per Capita & Employee Standard (per 1,000)	1.70	1.67	1.71	1.62	1.63	1.65	1.66	1.67	1.69	1.70

10 Year Average	2007-2016
Quantity Standard (per 1,000)	1.67
Quality Standard	$11,186
Service Standard	$19

DC Amount (before deductions)	14 Year
Forecast Population & Employment	45,947
$ per Capita & Employee	$19
Eligible Amount	$858,290

Halton Hills
Service Standard Calculation Sheet

Service: Roads
Unit Measure: km of roadways

Description	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017 Value ($/km)
Arterial - Rural	55	55	55	55	55	55	55	55	55	55	$1,000,000
Collectors - Urban											
2 lane	30	30	30	30	30	30	30	30	30	30	$1,600,000
4 lane	3	3	3	3	3	3	3	3	3	3	$2,500,000
Arterials - Urban											
2 lane	22	22	22	22	22	22	22	22	22	22	$1,600,000
3 lane	2	2	2	2	2	2	2	2	2	2	$2,050,000
4 lane	4	4	4	4	4	4	4	4	4	4	$2,500,000
5 lane	3	3	3	3	3	3	3	3	3	3	$2,979,500
Total	118	118	118	118	118	118	118	118	118	118	

Population	56,439	57,404	54,848	58,580	59,008	59,116	59,453	59,982	60,673	61,161
Employment	14,696	14,817	14,938	15,059	15,180	15,468	15,756	16,045	16,333	16,621
Population and Emplyment	71,135	72,221	69,786	73,639	74,188	74,584	75,209	76,027	77,006	77,782
Per Capita & Employee Standard (per 1,000)	1.65	1.63	1.69	1.60	1.59	1.58	1.56	1.55	1.53	1.51

10 Year Average	2007-2016
Quantity Standard (per 1,000)	1.59
Quality Standard	$1,408,742
Service Standard	$2,240

DC Amount (before deductions)	14 Year
Forecast Population & Employment	45,947
$ per Capita & Employee	$2,240
Eligible Amount	$102,916,685

Halton Hills
Service Standard Calculation Sheet

Service: Bridges, Culverts & Structures
Unit Measure: Number of Bridges, Culverts & Structures

Description	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017 Value ($/item)
Bridges	56	56	56	56	56	75	75	75	75	75	$1,202,900
Culverts	86	86	86	86	86	66	66	66	69	69	$484,300
Total	142	142	142	142	142	141	141	141	144	144	

Population	56,439	57,404	54,848	58,580	59,008	59,116	59,453	59,982	60,673	61,161
Employment	14,696	14,817	14,938	15,059	15,180	15,468	15,756	16,045	16,333	16,621
Population and Emplyment	71,135	72,221	69,786	73,639	74,188	74,584	75,209	76,027	77,006	77,782
Per Capita & Employee Standard	2.00	1.97	2.03	1.93	1.91	1.89	1.87	1.85	1.87	1.85

10 Year Average	2007-2016
Quantity Standard (per 1,000)	1.92
Quality Standard	$813,385
Service Standard	$1,562

DC Amount (before deductions)	14 Year
Forecast Population & Employment	45,947
$ per Capita & Employee	$1,562
Eligible Amount	$71,755,430

Halton Hills
Service Standard Calculation Sheet

Service: Depots and Domes
Unit Measure: ft² of building area

Description	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017 Bld'g Value ($/ft²)	Value/ft² with land, site works, etc.
Central Yard - Old Works Garage	5,488	5,488	5,488	5,488	5,488	5,488	5,488	5,488	5,488	5,488	$175	$197
Central Yard - Works Garage Expansion	8,750	8,750	8,750	8,750	8,750	8,750	8,750	8,750	8,750	8,750	$175	$197
Central Yard - Office Trailer	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200		$119	$135
Central Yard - Sand/Salt & Equipment Storage	21,250	21,250	21,250	21,250	21,250	21,250	21,250	21,250	21,250	21,250	$80	$91
Central Yard - Stores Building	1,750	1,750	1,750	1,750	1,750	1,750	1,750	1,750			$58	$67
Acton Yard - Equipment Depot	3,700	3,700	3,700	3,700	3,700	3,700	3,700	3,700	3,700	3,700	$57	$66
Acton Yard - Storage Facility	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	$58	$67
Central Yard - New Mechanic Bays and Offices										25,000	$253	$282
Total	44,138	44,138	44,138	44,138	44,138	44,138	44,138	44,138	42,388	66,188		

Population	56,439	57,404	54,848	58,580	59,008	59,116	59,453	59,982	60,673	61,161
Employment	14,696	14,817	14,938	15,059	15,180	15,468	15,756	16,045	16,333	16,621
Population and Emplyment	71,135	72,221	69,786	73,639	74,188	74,584	75,209	76,027	77,006	77,782
Per Capita & Employee Standard	0.62	0.61	0.63	0.60	0.59	0.59	0.59	0.58	0.55	0.85

10 Year Average	2007-2016
Quantity Standard	0.62
Quality Standard	$131
Service Standard	$81

DC Amount (before deductions)	14 Year
Forecast Population & Employment	45,947
$ per Capita & Employee	$81
Eligible Amount	$3,740,086

Halton Hills
Service Standard Calculation Sheet

Service: Transportation Vehicles
Unit Measure: No. of vehicles and equipment

Description	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017 Value ($/Vehicle)
Furniture and Equipment											
Central Yard - Snow Dump Facility	1	1	1	1	1	1	1	1	1	1	$241,600
Central Yard - Fuel Tanks	1	1	1	1	1	1	1	1	1	1	$11,900
Provincial Offences Act Equipment - Milton	1	1	1	1	1	1	1	1	1	1	$35,800
Public Works Fleet											
Grader	2	2	2	2	2	2	2	2	2	2	$314,800
Excavator (GradeII)	1	1	1	1	1	1	1	1	1	1	$309,400
Tandem	11	13	13	14	15	15	15	15	15	15	$260,000
Single Axle Truck	3	4	4	5	5	5	5	5	5	6	$220,000
Three Ton Truck	8	8	9	9	9	8	8	8	8	8	$97,700
Three Ton Truck with Chipper Body	-	-	-	-	-	1	1	1	1	1	$90,000
Cube Van	1	1	1	1	1	1	1	1	1	1	$54,300
Crew Cab	1	1	1	1	1	1	1	1	1	1	$45,600
Crew Cab w Dump Body/Plow	-	-	-	-	-	-	2	2	2	2	$90,000
Pick Up Truck - 3/4 Ton 4x4	2	2	2	2	2	2	2	2	3	3	$45,000
Pick Up Truck - 1/2 Ton	5	5	5	5	5	5	7	7	7	7	$29,300
Pick Up Truck - Utility Body	2	2	2	2	2	2	2	2	2	2	$60,000
Street Flusher w DLA	1	1	1	1	1	1	2	2	2	1	$300,000
Street Sweeper	2	2	2	2	2	2	2	2	3	3	$300,000
Oversized Backhoe (JD)	-	-	1	1	1	1	1	1	1	1	$145,000
Backhoe	1	1	1	1	1	1	1	1	1	2	$141,100
Cemetery Backhoe (4x4 Steering)	1	1	1	1	1	1	1	1	1	1	$120,000
Wheeled Loader	2	2	2	2	2	2	2	2	3	3	$217,100
Compactor/Roller IR DD44	1	1	1	1	1	1	1	1	1	1	$86,800
Compactor/Roller Walk Behind	1	1	1	1	1	1	1	1	1	1	$32,600
Asphalt Emulsion Sprayer	1	1	1	1	1	1	1	1	1	1	$21,700
Aquacide Sprayer	1	1	1	1	-	-	-	-	-	-	$21,700
Air Compressor	1	1	1	1	1	1	1	1	1	1	$38,000
Farm Tractor with Loader	4	4	4	5	5	5	5	5	5	5	$65,100
Farm Tractor with Attachments	1	1	1	1	1	1	1	1	1	1	$60,000
Compact Tractor with Attachments	-	-	-	-	-	-	1	1	1	1	$30,000
Farm Tractor - Narrow w Plow/Sander/Blower	-	-	-	-	-	-	-	-	-	1	$100,000
MF Tractor With Tiger Mower	1	1	1	-	-	-	-	-	-	-	$48,800

Service: Transportation Vehicles
Unit Measure: No. of vehicles and equipment

Description	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017 Value ($/Vehicle)
Wood Chipper	1	1	1	1	1	1	1	2	2	2	$48,800
Small Tools	1	1	1	1	1	1	1	1	1	1	$38,000
Passenger	1	1	2	2	2	2	2	2	2	3	$28,000
Asphalt Spreader	-	-	-	1	1	1	1	1	1	1	$59,700
Multi-Purpose Tractor With Attachments	3	4	5	5	5	5	5	5	5	6	$195,400
Off-Road Utility Vehicle	1	1	1	1	1	2	2	2	2	2	$27,100
Tandem Axle Float Trailer	1	1	1	1	1	1	1	1	1	1	$8,000
Tri-Axle Float Trailer	2	2	2	2	2	2	2	2	2	2	$9,000
Utility Trailers	2	2	2	2	2	2	2	2	3	3	$1,000
Cargo Trailer (Spills Containment)	1	1	1	1	1	1	1	1	1	1	$18,000
Small Tools/Equipment	1	1	1	1	1	1	1	1	1	1	$200,000
Total	71	75	79	82	82	83	89	90	94	98	

Population	56,439	57,404	54,848	58,580	59,008	59,116	59,453	59,982	60,673	61,161
Employment	14,696	14,817	14,938	15,059	15,180	15,468	15,756	16,045	16,333	16,621
Population and Emplyment	71,135	72,221	69,786	73,639	74,188	74,584	75,209	76,027	77,006	77,782
Per Capita & Employee Standard (per 1,000)	1.00	1.04	1.13	1.11	1.11	1.11	1.18	1.18	1.22	1.26

10 Year Average	2007-2016
Quantity Standard (per 1,000)	1.13
Quality Standard	$134,319
Service Standard	$152

DC Amount (before deductions)	14 Year
Forecast Population & Employment	45,947
$ per Capita & Employee	$152
Eligible Amount	$6,973,836

Halton Hills
Service Standard Calculation Sheet

Service: Parking Spaces
Unit Measure: No. of spaces

Description	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017 Value ($/space)
Church Street - Georgetown	13	13	13	13	13	13	13	13	13	13	$28,900
Market Street, Legion - Georgetown	31	31	31	31	31	37	37	37	37	37	$28,900
Draper Street - Georgetown	10	10	10	10	10	10	10	10	10	10	$28,900
Wesleyan Street - Georgetown	24	24	24	24	24	25	25	25	25	25	$28,900
Back Street - Georgetown	171	171	171	171	171	171	171	171	171	171	$28,900
Trinity Church - Acton	28	28	28	28	28	28	28	28	28	28	$21,300
Willow Street South - Acton	35	35	35	35	35	37	37	37	37	37	$21,300
Willow Street East (Bakery lot) - Acton	11	11	11	11	11	11	11	11	11	11	$21,300
Main Street North Acton	51	51	51	51	51	51	51	51	51	51	$13,300
Main / Church Street - Georgetown	-	-	20	20	20	20	20	20	20	20	$28,900
Edith Street - Georgetown	-	-	-	-	70	66	66	66	66	66	$22,100
Total	374	374	394	394	464	469	469	469	469	469	

Population	56,439	57,404	54,848	58,580	59,008	59,116	59,453	59,982	60,673	61,161
Employment	14,696	14,817	14,938	15,059	15,180	15,468	15,756	16,045	16,333	16,621
Population and Emplyment	71,135	72,221	69,786	73,639	74,188	74,584	75,209	76,027	77,006	77,782
Per Capita & Employee Standard (per 1,0	5.26	5.18	5.65	5.35	6.25	6.29	6.24	6.17	6.09	6.03

10 Year Average	2007-2016
Quantity Standard (1,000)	5.85
Quality Standard	$25,135
Service Standard	$147

DC Amount (before deductions)	10 Year
Forecast Population & Employment	28,122
$ per Capita & Employee	$147
Eligible Amount	$4,135,059

Halton Hills
Service Standard Calculation Sheet

Service: Parkland Development
Unit Measure: Acres of Parkland

Description	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017 Value ($/Acre)
3 Musketeers Skatepark	1	1	1	1	1	1	1	1	2	2	$100,847
Acton Sports Park	-	4	12	12	12	12	12	12	12	12	$100,847
Prospect Park	12	12	15	15	15	15	15	15	15	15	$100,847
Cedarvale Park	10	10	10	10	10	10	10	10	10	10	$100,847
Dominion Gardens Park	8	8	8	8	8	8	8	8	8	8	$100,847
Fairgrounds Park	23	23	21	21	21	21	21	21	21	21	$100,847
Gellert Community Park	43	43	33	33	33	33	33	33	33	33	$100,847
Glen Williams Park	7	7	7	7	7	7	7	7	7	7	$100,847
Mold-Masters SportsPlex Park	6	6	6	6	6	1	1	1	1	1	$100,847
Trafalgar Sports Park	15	15	15	45	45	45	49	49	49	49	$100,847
Homby Park	11	11	11	11	11	11	11	11	11	11	$100,847
Limehouse Park	7	7	7	7	7	7	7	7	7	7	$100,847
Croatian Centre (leased property)	17	17	17	17	17	17	17	17	17	17	$100,847
Birchway Place Parkette	0	0	0	0	0	0	0	0	0	0	$109,616
Calvert Dale Parkette	0	0	0	0	0	0	0	0	0	0	$109,616
Delrex Parkette	1	1	1	1	1	1	1	1	1	1	$109,616
Dr. Charles Best Parkette	1	1	1	1	1	1	1	1	1	1	$109,616
Durham Street Parkette	1	1	1	1	1	1	1	1	1	1	$109,616
Kinsmen Park	0	0	0	0	0	0	0	0	0	0	$109,616
Maple Creek Parkette	0	0	0	0	0	0	0	0	0	0	$109,616
Meadowlark Parkette	1	1	1	1	1	1	1	1	1	1	$109,616
Morden Neilson Parkette	1	1	1	1	1	1	1	1	1	1	$109,616
Shelagh Law Parkette	0	0	0	0	0	0	0	0	0	0	$109,616
Danville Parkette	1	1	1	1	1	1	1	1	1	1	$109,616
Lions Club Parkette	1	1	1	1	1	1	1	1	-	-	$109,616
Mary Street Parkette	0	0	0	0	0	0	0	0	0	0	$109,616
Smith Drive Parkette	1	1	1	1	1	1	1	1	1	1	$109,616
Standish Street Parkette	0	0	0	0	0	0	0	0	0	0	$109,616
Acton Rotary Park	9	9	9	9	9	9	9	9	9	9	$81,116

Service: Parkland Development
Unit Measure: Acres of Parkland

Description	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017 Value ($/Acre)
Bovis Park	4	4	4	4	4	4	4	4	4	4	$81,116
Greenore Park	2	2	2	2	2	2	2	2	2	2	$81,116
Rennie Street Park	5	5	5	5	5	5	5	5	5	5	$81,116
Sir Donald Mann Park	5	5	5	5	5	5	5	5	5	5	$81,116
Tanners Drive Park	5	5	5	5	5	5	5	5	5	5	$81,116
Wallace Street Park	7	7	7	7	7	7	7	7	7	7	$81,116
Barber Drive Park	3	3	3	3	3	3	3	3	3	3	$81,116
Barber Mill Park	2	2	2	2	2	2	2	2	2	2	$81,116
Berton Boulevard Park - Phase 1	4	4	4	4	4	4	4	4	4	4	$81,116
Danby Road Park - Phase 1	1	1	4	4	4	4	4	4	4	4	$81,116
Dayfoot Park	1	1	1	1	1	1	1	1	1	1	$81,116
Dominion Gardens: Old Seed House	1	1	1	1	1	1	1	1	1	1	$81,116
Eaton Neighbourhood Park	4	4	4	4	4	4	4	4	4	4	$81,116
Emmerson Park	3	3	3	3	3	3	3	3	3	3	$81,116
Ewing Street Park	9	9	9	9	9	9	9	9	9	9	$81,116
John Street Park	1	1	1	1	1	1	1	1	1	1	$81,116
Joseph Gibbons Park	5	5	5	5	5	5	5	5	5	5	$81,116
Maple Creek Park - Phase 1	4	4	4	4	4	4	4	4	4	4	$81,116
McNally Street Park	4	4	4	4	4	4	4	4	4	4	$81,116
Meadowglen Park	3	3	3	3	3	3	3	3	3	3	$81,116
Miller Drive Park	8	8	8	8	8	8	8	8	8	8	$81,116
Norval Park	3	3	3	3	3	3	3	3	3	3	$81,116
Remembrance Park	1	1	1	1	1	1	1	1	1	1	$81,116
Willow Park Ecology Centre	5	5	5	5	5	5	5	5	5	5	$81,116
MSB Parkland	-	-	-	-	5	5	5	5	5	5	$81,116
Jubilee Woodlot	7	7	7	7	7	7	7	7	9	9	$3,069
McNab Park	1	1	1	1	1	1	1	1	1	1	$32,885
Undeveloped Parks											$3,069
Acton Sports Park 'undeveloped'	-	8	4	4	4	4	4	4	4	4	$3,069
Upper Canada Parkette 'undeveloped'									1	1	$3,069
Hidden Lake Trail Park 'undeveloped'								1	1	1	$3,069
West Branch Drive Park 'undeveloped'							4	4	4	4	$3,069
Gellert Community Park 'undeveloped'									7	7	$3,069

Service: Parkland Development
Unit Measure: Acres of Parkland

Description	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017 Value ($/Acre)
Tolton 'undeveloped'	-	2	2	2	2	2	2	2	2	2	$3,069
Trafalgar Sports Park 'undeveloped'	84	84	84	54	54	54	50	50	50	50	$3,069
Undevelopable Parks											
Cedarvale Park 'undevelopable'	30	30	30	30	30	30	30	30	30	30	$3,069
Dominion Gardens 'undevelopable'	2	2	2	2	2	2	2	2	2	2	$3,069
Georgetown Fairgrounds 'undevelopable'	2	2	2	2	2	2	2	2	2	2	$3,069
Gellert Community Park 'undevelopable'	42	42	42	42	42	42	42	42	42	42	$3,069
Glen Williams Park 'undevelopable'	20	20	20	20	20	20	20	20	20	20	$3,069
Hornby Park 'undevelopable'	2	2	2	2	2	2	2	2	2	2	$3,069
Limehouse Park 'undevelopable'	8	8	8	8	8	8	8	8	8	8	$3,069
Mold-masters 'undevelopable'	6	6	6	6	6	-	-	-	-	-	$3,069
Prospect Park 'undevelopable'	2	2	2	2	2	2	2	2	2	2	$3,069
Total	475	489	487	487	492	481	485	486	496	496	

Population	56,439	57,404	54,848	58,580	59,008	59,116	59,453	59,982	60,673	61,161
Per Capita Standard	8.41	8.52	8.87	8.31	8.33	8.14	8.16	8.10	8.18	8.11

10 Year Average	2007-2016
Quantity Standard (per 1,000)	8.31
Quality Standard	$58,553
Service Standard	$487

DC Amount (before deductions)	10 Year
Forecast Population	17,977
$ per Capita	$487
Eligible Amount	$8,750,305

Halton Hills
Service Standard Calculation Sheet

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

Description	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017 Value ($/item)
Baseball Diamonds - Lit	13	13	13	13	14	14	14	14	14	14	$569,433
Baseball Diamonds - Unlit	10	11	11	12	12	14	14	14	14	14	$414,473
Battting Cage - Fairgrounds Park	1	1	1	1	1	1	1	1	1	1	$37,900
Battting Cage - Prospect Park (Double)	1	1	1	-	-	-	-	-	-	-	$75,800
Soccer Fields - Lit	4	4	5	7	8	8	8	8	8	8	$498,900
Soccer Fields - Unlit	23	23	24	28	30	30	30	30	30	30	$278,380
Tennis Courts	12	12	12	12	12	12	14	14	14	14	$125,000
Basketball Half Courts	3	3	4	4	4	4	5	5	7	7	$50,000
Mold-Masters SportsPlex Skatepark	1	1	1	1	1	1	1	1	1	1	$350,000
3 Musketears Skatepark	1	1	1	1	1	1	1	1	1	1	$800,000
Outdoor Pool	1	1	-	-	-	-	-	-	-	-	$866,800
Wading Pool	1	1	1	-	-	-	-	-	-	-	$108,300
Gellert Splash Pad	1	1	1	1	1	1	1	1	1	1	$450,000
Dominion Gardens Splash Pad	-	-	1	1	1	1	1	1	1	1	$450,000
Prospect Park Splash Pad	-	-	-	1	1	1	1	1	1	1	$450,000
Gravel Parking Spots	415	415	445	878	878	878	878	915	915	915	$5,100
Asphalt Parking Spots	515	535	575	575	575	575	575	575	575	575	$10,000
Park Bridges	4	4	4	4	4	6	6	6	6	6	$75,000
Park Bridges (Willow Park Ecology Centre & Hungry Hollow)	1	1	1	1	2	3	3	3	4	4	$90,000
Bandstands/Gazebos	3	3	4	4	4	4	4	4	4	4	$40,000
Bandstands/Gazebos	3	2	4	4	4	4	4	7	9	9	$65,000
Bandstands/Gazebos	3	3	3	3	3	3	3	3	3	3	$92,100
Acton Rotary Bandshell	-	1	1	1	1	1	1	1	1	1	$124,600
Fences (All Parks)	13,219	13,219	13,432	14,442	14,442	14,442	14,442	14,442	14,442	14,442	$125
Pathway Floodlights (All Parks)	147	172	186	205	205	205	207	207	225	225	$5,500
Bleachers	95	95	96	109	109	109	109	109	110	110	$7,600
Fairgrounds Portable Bleacher	-	-	1	1	1	1	1	1	1	1	$65,000
Playground Equipment											
Ainley Trail Parkette	-	-	-	-	-	-	1	1	1	1	$65,000

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

Description	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017 Value ($/item)
Barber Drive Park	1	1	1	1	1	1	1	1	1	1	$81,300
Barber Mill Park	2	2	2	2	2	2	2	2	2	2	$81,300
Berton Boulevard Park- Phase 1	2	2	2	2	2	2	2	2	2	2	$81,300
Birchway Place Periods	1	1	1	1	1	1	1	1	1	1	$59,600
Bovis Park	1	1	1	1	1	1	1	1	1	1	$59,600
Calvert Dale Park	1	1	1	1	1	1	1	1	1	1	$59,600
Cedarvale Park	2	2	2	2	2	2	2	2	2	2	$97,500
Denby Road Park- Phase 1	2	2	2	2	2	2	2	2	2	2	$81,300
Danville Park	1	1	1	1	1	1	1	1	1	1	$59,600
Dayfoot Park	1	1	1	1	1	1	1	1	1	1	$59,600
Delrex Parkette	1	1	1	1	1	1	1	1	1	1	$59,600
Dominion Gardens Park	1	1	2	2	2	2	2	2	2	2	$125,000
Dr. Charles Best Parkette	1	1	1	1	1	1	1	1	1	1	$59,600
Durham Street Parkette	1	1	1	1	1	1	1	1	1	1	$59,600
Eaton Neighbourhood Park	1	1	1	1	1	1	1	1	1	1	$81,300
Emmerson Park			1	1	1	1	1	1	1	1	$81,300
Ewing Street Park	1	1	1	1	1	1	1	1	1	1	$81,300
Fairgrounds Park	1	1	1	1	1	1	1	1	1	1	$92,100
Gellert Communtty Park	2	2	2	2	2	2	2	2	2	2	$120,000
Glen Williams Park	1	1	1	1	1	1	1	1	1	1	$97,500
Greenore Park	1		1	1	1	1	1	1	1	1	$59,600
Homby Park	1	1	1	1	1	1	1	1	1	1	$97,500
Jubilee Park	-	-	-	-	-	-	-	-	1	1	$97,500
John Street Park	1	1	1	1	1	1	1	1	1	1	$59,600
Joseph Gibbons Park	1	1		1	1	1	1	1	1	1	$81,300
Kinsmen Park	1	1		1	1	1	1	1	1	1	$59,600
Lions Club Park	1	1	-	-	-	-	-	-	-	-	$59,600
Maple Creek Park- Phase 1	2	2	2	2	2	2	2	2	2	2	$81,300
Maple Creek Parkette	1	1	1	1	1	1	1	1	1	1	$59,600
McNally Street Park	2	2	2	2	2	2	2	2	2	1	$81,300
Meadowglen Park	1	1	1		1	1	1	1	1	1	$81,300
Meadowlark Parkette	-	-	1	1	1	1	1	1	1	1	$59,600
Miller Drive Park	2	2	2	2	2	2	2	2	2	1	$81,300
Morden Neilson Parkette	1	1	1	1	1	1	1	1	1	1	$59,600
Norval Park	1	1	1	1	1	1	1	1	1	1	$59,600
Prospect Park	1	1	1	1	1	1	1	1	1	1	$170,000
Rennie Street Park- Phase 1	1	1	1	1	1	1	1	1	1	1	$81,300
Sir Donald Mann Park	1	1	1	1	1	1	1	1	1	1	$81,300
Smith Drive Parkette	1	1	1	1	1	1	1	1	1	1	$59,600

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

Description	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017 Value ($/item)
Standish Street Parkette	1	1	1	1	1	1	1	1	1	1	$59,600
Tanners Drive Park	1	1	1	1	1	1	1	1	1	1	$81,300
Wallace Street Park- Phase 1	1	1	1	1	1	1	1	1	1	1	$81,300
Structures											
Remembrance Park (cenotaph&lorne scots monument)	1	1	1	1	1	1	1	1	1	2	$70,400
Concession Buildings	2	2	2	2	2	2	2	2	2	2	$195,000
Concession Stand - Hornby Park	1	-	-	-	-	1	1	1	1	1	$54,200
Mailbox Kiosk - Danby Road Park, Phase 1	1	1	1	1	1	1	1	1	1	1	$16,300
Mailbox Kiosk - Dr. Charles Best Parkette	1	1	1	1	1	1	1	1	1	1	$16,300
Mailbox Kiosk - McNally Street Park	2	2	2	2	2	2	2	2	2	2	$16,300
Mailbox Kiosk - Tanners Drive Park, Phase 1	1	1	1	1	1	1	1	1	1	1	$16,300
Mechanical Building	4	5	6	7	9	10	10	10	10	10	$10,800
Columbarla	3	3	4	5	6	6	6	7	7	8	$45,000
Total	14,540	14,585	14,893	16,377	16,386	16,393	16,399	16,440	16,465	16,465	

Population	56,439	57,404	54,848	58,580	59,008	59,116	59,453	59,982	60,673	61,161
Per Capita Standard	0.26	0.25	0.27	0.28	0.28	0.28	0.28	0.27	0.27	0.27

10 Year Average	2007-2016
Quantity Standard	0.27
Quality Standard	$3,010
Service Standard	$816

DC Amount (before deductions)	10 Year
Forecast Population	17,977
$ per Capita	$816
Eligible Amount	$14,662,581

Halton Hills
Service Standard Calculation Sheet

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

Description	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017 Value ($/ Lin. Metre)
Limestone/Asphalt/Concrete	11,380	13,084	15,504	15,684	15,884	22,455	22,455	22,765	22,765	22,750	$70
Boardwalk	-	60	445	445	445	545	545	735	735	750	$480
Total	11,380	13,144	15,949	16,129	16,329	23,000	23,000	23,500	23,500	23,500	

Population	56,439	57,404	54,848	58,580	59,008	59,116	59,453	59,982	60,673	61,161
Per Capita Standard	0.20	0.23	0.29	0.28	0.28	0.39	0.39	0.39	0.39	0.38

10 Year Average	2007-2016
Quantity Standard	0.32
Quality Standard	$80
Service Standard	$26

DC Amount (before deductions)	10 Year
Forecast Population	17,977
$ per Capita	$26
Eligible Amount	$462,728

Halton Hills
Service Standard Calculation Sheet

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

Description	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017 Value ($/Vehicle)
Parks Fleet											
Pick Up Trucks	2	2	2	2	2	2	2	2	2	2	$29,300
Crew Cabs	6	6	6	6	6	6	6	6	7	7	$45,600
Utility Van	-	-	-	-	-	-	-	-	-	1	$27,000
Tandem Axle Float Trailer	7	7	7	7	8	8	8	8	8	10	$8,000
Farm Tractor with Attachments	2	2	2	2	2	2	2	2	2	2	$60,000
Mowers - 36-48"	8	8	9	10	11	11	11	11	11	12	$11,900
Mowers - 60"	-	-	-	-	-	-	-	1	1	1	$16,000
Mower - 72"	9	9	9	9	9	9	9	9	9	9	$27,100
Weed Sprayer	1	1	1	1	1	1	1	1	1	1	$21,700
Finishing Mower	1	1	1	1	1	1	1	1	1	2	$16,300
Pick-up Truck								1	1	1	$35,000
Van		1	1	1	1	1	1	1	1	1	$30,000
Parks Equipment											
Ice Resurfacers	3	3	3	3	3	3	3	4	5	5	$100,000
Total	39	40	41	42	44	44	44	47	49	54	

Population	56,439	57,404	54,848	58,580	59,008	59,116	59,453	59,982	60,673	61,161
Per Capita Standard (per 1,000)	0.69	0.70	0.75	0.72	0.75	0.74	0.74	0.78	0.81	0.88

10 Year Average	2007-2016
Quantity Standard (per 1,000)	0.76
Quality Standard	$30
Service Standard	$23

DC Amount (before deductions)	10 Year
Forecast Population	17,977
$ per Capita	$23
Eligible Amount	$405,022

Halton Hills
Service Standard Calculation Sheet

Service: Indoor Recreation Facilities
Unit Measure: ft² of building area

Description	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017 Bld'g Value ($/ft²)	Value/ft² with land, site works, etc.
Civic Centre	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	$259	$289
Hornby Community Centre	3,205	3,205	3,205	3,205	3,205	3,205	3,205	3,205	3,205	3,205	$185	$207
Cedarvale Cottage	2,352	2,352	2,352	2,352	2,352	2,352	2,352	2,352	2,352	2,352	$176	$198
Georgetown Indoor Pool	10,008	10,008	10,008	10,008	10,008	10,008	10,008	10,008	10,008	10,008	$271	$302
Georgetown Lions Club Hall	5,380	5,380	5,380	5,380	5,380	5,380	5,380	-	-	-	$271	$302
Acton Arena, Community Centre and Seniors Centre	45,908	45,908	45,908	45,908	45,908	45,908	45,908	45,908	91,023	91,023	$114	$130
Acton Indoor Pool	8,000	8,000	8,000	8,000	8,000	8,040	8,040	8,040	8,040	8,040	$271	$302
Mold-Masters Sports Plex (addition to the Alcott Arena)	69,363	69,363	69,363	69,363	69,363	69,363	153,484	153,484	153,484	153,484	$257	$286
Georgetown Memorial Arena	32,578	32,578	32,578	32,578	32,578	32,578	32,578	-	-	-	$271	$302
Cedarvale Community Centre	11,500	11,500	11,500	11,500	11,500	11,500	11,500	11,500	11,500	11,500	$169	$189
Norval Community Centre	4,442	4,442	4,442	4,442	4,442	4,442	4,442	4,442	4,442	4,442	$173	$194
Georgetown District Seniors Centre	7,500	7,500	7,500	7,500	7,500	7,500	7,500	7,500	9,108	9,108	$271	$302
Gellert Community Centre	36,285	36,285	36,285	36,285	36,285	36,285	36,285	36,285	36,285	36,285	$341	$380
Dufferin Rural Heritage Community Centre? AG Society	26,102	26,102	26,102	26,102	26,102	26,102	26,102	26,102	26,102	26,102	$119	$135
Prospect Park Poultry Barn	3,700	3,700	3,700	3,700	3,700	3,700	3,700	3,700	3,700	3,700	$271	$302
Devereaux House	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	$271	$302
Georgetown Fairgrounds Park Building	1,235	1,235	1,235	1,235	1,235	1,235	1,235	1,235	1,235	1,235	$138	$156
Georgetown Fairgrounds Armoury	4,613	4,613	4,613	4,613	4,613	4,613					$138	$156
Georgetown Fairgrounds Agricultural Society Building	7,728	7,728	7,728	7,728	7,728	7,728	7,728	7,728	7,728	7,728	$138	$156
Hornby Park Pavilion	500	500	500	500	500	500	500	500	500	500	$183	$205
Mold-Masters Tennis Court Clubhouse	250	250	250	250	250	-	-	-	-	-	$271	$302
Prospect Park Pavilion	4,800	4,800	4,800	4,800	4,800	4,800	4,800	4,800	4,800	4,800	$62	$72
Prospect Park Washroom Building	500	500	500	500	500	500	500	500	500	500	$271	$302
Dominion Gardens Washroom	300	300	300	300	300	300	300	300	300	300	$271	$302
Greenwood Cemetery Building	2,690	2,690	2,690	2,690	2,690	2,690	2,690	2,690	2,690	2,690	$271	$302
Fairview Cemetery Chapel	485	485	485	485	485	485	485	485	485	485	$227	$254
Cultural Centre (Recreation Space	1,020	1,020	1,020	1,020	1,020	1,020	1,020	1,020	1,020	1,020	$271	$302
Gellert Tennis Court Clubhouse						274	274	274	274	274	$271	$302
Glen Williams Park Concession Building	250	250	250	250	250	250	250	250	250	250	$271	$302
Total	297,794	297,544	297,544	297,544	297,544	297,608	377,116	339,158	385,881	385,881		

Population	56,439	57,404	54,848	58,580	59,008	59,116	59,453	59,982	60,673	61,161
Per Capita Standard	5.28	5.18	5.42	5.08	5.04	5.03	6.34	5.65	6.36	6.31

10 Year Average	2007-2016
Quantity Standard	5.57
Quality Standard	$247
Service Standard	$1,374

DC Amount (before deductions)	10 Year
Forecast Population	17,977
$ per Capita	$1,374
Eligible Amount	$24,699,319

Halton Hills
Service Standard Calculation Sheet

Service: Library Facilities
Unit Measure: ft² of building area

Description	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017 Bld'g Value ($/ft²)	Value/ft² with land, site works, etc.
Old Acton Branch - 17 River Street (incl. parking spaces)	3,700	3,700	3,700	3,700	-	-	-	-	-	-	$525	$583
New Acton Branch - 17 River Street	-	-	-	-	9,000	9,000	9,000	9,000	9,000	9,000	$525	$583
Georgetown Branch - 9 Church Street	14,270	14,270	14,270	14,270							$444	$493
Georgetown Branch - Temporary Site 224 Maple Ave					10,430	10,430					$444	$493
New Georgetown Branch - 9 Church Street							32,373	32,373	32,373	32,373	$444	$493
Total	17,970	17,970	17,970	17,970	19,430	19,430	41,373	41,373	41,373	41,373		

Population	56,439	57,404	54,848	58,580	59,008	59,116	59,453	59,982	60,673	61,161
Per Capita Standard	0.32	0.31	0.33	0.31	0.33	0.33	0.70	0.69	0.68	0.68

10 Year Average	2007-2016
Quantity Standard	0.47
Quality Standard	$512
Service Standard	$241

DC Amount (before deductions)	10 Year
Forecast Population	17,977
$ per Capita	$241
Eligible Amount	$4,324,907

Halton Hills
Service Standard Calculation Sheet

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

Description	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017 Value ($/item)
Books	105,702	110,474	114,242	103,011	101,579	107,433	118,125	114,735	134,180	111,614	$26
Reference (library materials not incl. Uncatalogued Archive Collection)	24,486	23,925	23,870	23,060	23,437	3,014	2,932	2,032	1,813	1,980	$77
Reference (Uncatalogued Archive Collection)						23,438	23,438	23,438	23,438	23,438	$77
Periodicals	231	241	245	237	237	255	261	246	259	259	$5
Audiovisual	12,758	13,393	14,149	14,594	14,763	17,250	20,078	20,227	22,050	22,005	$33
Other Electronic Resources (Database Subscriptions)	4	18	27	27	27	27	27	29	21	21	$1,615
Total	143,181	148,051	152,533	140,929	140,043	151,417	164,861	160,707	181,761	159,317	

Population	56,439	57,404	54,848	58,580	59,008	59,116	59,453	59,982	60,673	61,161
Per Capita Standard	2.54	2.58	2.78	2.41	2.37	2.56	2.77	2.68	3.00	2.60

10 Year Average	2007-2016
Quantity Standard	2.63
Quality Standard	$35
Service Standard	$92

DC Amount (before deductions)	10 Year
Forecast Population	17,977
$ per Capita	$92
Eligible Amount	$1,662,153

Appendix C – D.C. Cash Flow Calculation Tables

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	$ 1,430	$ (11,691)	$ (11,691)	$ (362,887)	$ -	209	$ 442.54	$ 92,394	$ (282,184)	$ (5,140)	$ (285,894)
2018	$ (285,894)	$ (11,691)	$ (11,925)	$ (362,654)	$ -	418	$ 451.39	$ 188,484	$ (186,095)	$ (13,945)	$ (485,933)
2019	$ (485,933)	$ (11,691)	$ (12,164)	$ (80,420)	$ -	418	$ 460.42	$ 192,254	$ 99,670	$ (16,048)	$ (402,312)
2020	$ (402,312)	$ (11,691)	$ (12,407)	$ (80,420)	$ -	418	$ 469.63	$ 196,099	$ 103,272	$ (12,905)	$ (311,945)
2021	$ (311,945)	$ (11,691)	$ (12,655)	$ (80,420)	$ -	418	$ 479.02	$ 200,021	$ 106,946	$ (9,512)	$ (214,511)
2022	$ (214,511)	$ (11,691)	$ (12,908)	$ (80,420)	$ -	829	$ 488.60	$ 404,979	$ 311,651	$ (2,160)	$ 94,980
2023	$ 94,980	$ (11,691)	$ (13,166)	$ (80,420)	$ -	829	$ 498.38	$ 413,079	$ 319,492	$ 9,374	$ 423,846
2024	$ 423,846	$ (11,691)	$ (13,430)	$ (80,420)	$ -	829	$ 508.34	$ 421,340	$ 327,490	$ 21,623	$ 772,959
2025	$ 772,959	$ (11,691)	$ (13,698)	$ (80,420)	$ -	829	$ 518.51	$ 429,767	$ 335,648	$ 34,621	$ 1,143,229
2026	$ 1,143,229	$ (2,757,291)	$ (3,295,218)	$ (80,420)	$ -	829	$ 528.88	$ 438,362	$ (2,937,276)	$ (11,975)	$ (1,806,023)
2027	$ (1,806,023)	$ (7,307)	$ (8,907)	$ -	$ -	798	$ 539.46	$ 430,395	$ 421,487	$ (58,706)	$ (1,443,242)
2028	$ (1,443,242)	$ (7,307)	$ (9,086)	$ -	$ -	798	$ 550.25	$ 439,003	$ 429,917	$ (45,201)	$ (1,058,525)
2029	$ (1,058,525)	$ (7,307)	$ (9,267)	$ -	$ -	798	$ 561.25	$ 447,783	$ 438,515	$ (30,885)	$ (650,895)
2030	$ (650,895)	$ (7,307)	$ (9,453)	$ -	$ -	798	$ 572.48	$ 456,738	$ 447,286	$ (15,723)	$ (219,332)
2031	$ (219,332)	$ (7,307)	$ (9,642)	$ -	$ -	399	$ 583.93	$ 232,937	$ 223,295	$ (3,963)	$ 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	$ 483	$ (3,950)	$ (3,950)	$ (122,602)	$ -	31,930	$ 1.06	$ 33,955	$ (92,596)	$ (1,686)	$ (93,799)
2018	$ (93,799)	$ (3,950)	$ (4,029)	$ (122,523)	$ -	63,860	$ 1.08	$ 69,268	$ (57,283)	$ (4,506)	$ (155,588)
2019	$ (155,588)	$ (3,950)	$ (4,110)	$ (27,170)	$ -	63,860	$ 1.11	$ 70,654	$ 39,374	$ (5,001)	$ (121,215)
2020	$ (121,215)	$ (3,950)	$ (4,192)	$ (27,170)	$ -	63,860	$ 1.13	$ 72,067	$ 40,705	$ (3,712)	$ (84,222)
2021	$ (84,222)	$ (3,950)	$ (4,276)	$ (27,170)	$ -	63,860	$ 1.15	$ 73,508	$ 42,063	$ (2,325)	$ (44,485)
2022	$ (44,485)	$ (3,950)	$ (4,361)	$ (27,170)	$ -	125,172	$ 1.17	$ 146,966	$ 115,435	$ 487	$ 71,438
2023	$ 71,438	$ (3,950)	$ (4,448)	$ (27,170)	$ -	125,172	$ 1.20	$ 149,906	$ 118,287	$ 4,805	$ 194,530
2024	$ 194,530	$ (3,950)	$ (4,537)	$ (27,170)	$ -	125,172	$ 1.22	$ 152,904	$ 121,196	$ 9,389	$ 325,115
2025	$ 325,115	$ (3,950)	$ (4,628)	$ (27,170)	$ -	125,172	$ 1.25	$ 155,962	$ 124,164	$ 14,249	$ 463,528
2026	$ 463,528	$ (931,552)	$ (1,113,291)	$ (27,170)	$ -	125,172	$ 1.27	$ 159,081	$ (981,380)	$ (1,000)	$ (518,851)
2027	$ (518,851)	$ (2,469)	$ (3,009)	$ -	$ -	95,769	$ 1.30	$ 124,146	$ 121,137	$ (16,865)	$ (414,579)
2028	$ (414,579)	$ (2,469)	$ (3,070)	$ -	$ -	95,769	$ 1.32	$ 126,629	$ 123,560	$ (12,983)	$ (304,002)
2029	$ (304,002)	$ (2,469)	$ (3,131)	$ -	$ -	95,769	$ 1.35	$ 129,162	$ 126,031	$ (8,868)	$ (186,839)
2030	$ (186,839)	$ (2,469)	$ (3,194)	$ -	$ -	95,769	$ 1.38	$ 131,745	$ 128,552	$ (4,510)	$ (62,798)
2031	$ (62,798)	$ (2,469)	$ (3,257)	$ -	$ -	47,884	$ 1.40	$ 67,190	$ 63,933	$ (1,135)	$ 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	$ 254	$ (2,073)	$ (2,073)	$ (64,340)	$ -	3,335	$ 3.61	$ 12,052	$ (54,361)	$ (991)	$ (55,099)
2018	$ (55,099)	$ (2,073)	$ (2,114)	$ (64,299)	$ -	6,670	$ 3.69	$ 24,586	$ (41,828)	$ (2,797)	$ (99,724)
2019	$ (99,724)	$ (2,073)	$ (2,157)	$ (14,259)	$ -	6,670	$ 3.76	$ 25,077	$ 8,662	$ (3,510)	$ (94,572)
2020	$ (94,572)	$ (2,073)	$ (2,200)	$ (14,259)	$ -	6,670	$ 3.83	$ 25,579	$ 9,121	$ (3,312)	$ (88,764)
2021	$ (88,764)	$ (2,073)	$ (2,244)	$ (14,259)	$ -	6,670	$ 3.91	$ 26,091	$ 9,588	$ (3,090)	$ (82,265)
2022	$ (82,265)	$ (2,073)	$ (2,289)	$ (14,259)	$ -	19,060	$ 3.99	$ 76,042	$ 59,495	$ (1,933)	$ (24,704)
2023	$ (24,704)	$ (2,073)	$ (2,334)	$ (14,259)	$ -	19,060	$ 4.07	$ 77,563	$ 60,970	$ 213	$ 36,479
2024	$ 36,479	$ (2,073)	$ (2,381)	$ (14,259)	$ -	19,060	$ 4.15	$ 79,114	$ 62,474	$ 2,492	$ 101,445
2025	$ 101,445	$ (2,073)	$ (2,429)	$ (14,259)	$ -	19,060	$ 4.23	$ 80,696	$ 64,009	$ 4,911	$ 170,365
2026	$ 170,365	$ (488,871)	$ (584,246)	$ (14,259)	$ -	19,060	$ 4.32	$ 82,310	$ (516,195)	$ (3,229)	$ (349,059)
2027	$ (349,059)	$ (1,296)	$ (1,579)	$ -	$ -	18,849	$ 4.40	$ 83,027	$ 81,448	$ (11,347)	$ (278,958)
2028	$ (278,958)	$ (1,296)	$ (1,611)	$ -	$ -	18,849	$ 4.49	$ 84,687	$ 83,077	$ (8,737)	$ (204,618)
2029	$ (204,618)	$ (1,296)	$ (1,643)	$ -	$ -	18,849	$ 4.58	$ 86,381	$ 84,738	$ (5,971)	$ (125,851)
2030	$ (125,851)	$ (1,296)	$ (1,676)	$ -	$ -	18,849	$ 4.67	$ 88,109	$ 86,433	$ (3,041)	$ (42,459)
2031	$ (42,459)	$ (1,296)	$ (1,709)	$ -	$ -	9,425	$ 4.77	$ 44,935	$ 43,226	$ (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	$ 2,025,553	$ (2,235,534)	$ (2,235,534)	$ -	$ -	209	$ 5,613.34	$ 1,171,955	$ (1,063,579)	$ 11,219	$ 55,177	$ 1,028,370
2018	$ 1,028,370	$ (5,494,094)	$ (5,603,976)	$ -	$ -	418	$ 5,725.61	$ 2,390,788	$ (3,213,188)	$ 11,219	$ (29,711)	$ (2,203,309)
2019	$ (2,203,309)	$ (4,927,191)	$ (5,126,249)	$ -	$ -	418	$ 5,840.12	$ 2,438,604	$ (2,687,646)	$ 11,219	$ (130,328)	$ (5,010,064)
2020	$ (5,010,064)	$ (4,842,243)	$ (5,138,627)	$ -	$ -	418	$ 5,956.92	$ 2,487,376	$ (2,651,251)	$ 11,219	$ (232,947)	$ (7,883,042)
2021	$ (7,883,042)	$ (4,028,918)	$ (4,361,031)	$ -	$ -	418	$ 6,076.06	$ 2,537,123	$ (1,823,907)	$ 11,219	$ (323,449)	$ (10,019,180)
2022	$ (10,019,180)	$ (4,696,766)	$ (5,185,609)	$ -	$ -	829	$ 6,197.58	$ 5,136,868	$ (48,741)	$ 11,219	$ (369,396)	$ (10,426,097)
2023	$ (10,426,097)	$ (7,365,948)	$ (8,295,254)	$ -	$ -	829	$ 6,321.53	$ 5,239,606	$ (3,055,648)	$ 11,219	$ (439,698)	$ (13,910,224)
2024	$ (13,910,224)	$ (5,604,952)	$ (6,438,328)	$ -	$ -	829	$ 6,447.96	$ 5,344,398	$ (1,093,930)	$ 11,219	$ (531,818)	$ (15,524,753)
2025	$ (15,524,753)	$ (1,588,375)	$ (1,861,034)	$ -	$ -	829	$ 6,576.92	$ 5,451,286	$ 3,590,252	$ 11,219	$ (505,044)	$ (12,428,326)
2026	$ (12,428,326)	$ (1,896,269)	$ (2,266,217)	$ -	$ -	829	$ 6,708.46	$ 5,560,312	$ 3,294,095	$ 11,219	$ (396,545)	$ (9,519,557)
2027	$ (9,519,557)	$ (7,909,812)	$ (9,642,017)	$ -	$ -	798	$ 6,842.63	$ 5,459,248	$ (4,182,769)	$ -	$ (427,283)	$ (14,129,609)
2028	$ (14,129,609)	$ (1,049,159)	$ (1,304,497)	$ -	$ -	798	$ 6,979.48	$ 5,568,433	$ 4,263,935	$ -	$ (441,513)	$ (10,307,186)
2029	$ (10,307,186)	$ (666,084)	$ (844,755)	$ -	$ -	798	$ 7,119.07	$ 5,679,801	$ 4,835,046	$ -	$ (290,340)	$ (5,762,480)
2030	$ (5,762,480)	$ (789,834)	$ (1,021,734)	$ -	$ -	798	$ 7,261.45	$ 5,793,397	$ 4,771,663	$ -	$ (124,261)	$ (1,115,078)
2031	$ (1,115,078)	$ (1,378,884)	$ (1,819,408)	$ -	$ -	399	$ 7,406.68	$ 2,954,633	$ 1,135,225	$ -	$ (20,147)	$ 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	$ 684,334	$ (755,276)	$ (755,276)	$ -	$ -	31,930	$ 13.49	$ 430,704	$ (324,572)	$ 3,790	$ 19,281	$ 382,833
2018	$ 382,833	$ (1,856,181)	$ (1,893,305)	$ -	$ -	63,860	$ 13.76	$ 878,635	$ (1,014,670)	$ 3,790	$ (7,728)	$ (635,774)
2019	$ (635,774)	$ (1,664,653)	$ (1,731,905)	$ -	$ -	63,860	$ 14.03	$ 896,208	$ (835,697)	$ 3,790	$ (38,704)	$ (1,506,384)
2020	$ (1,506,384)	$ (1,635,953)	$ (1,736,087)	$ -	$ -	63,860	$ 14.31	$ 914,132	$ (821,955)	$ 3,790	$ (70,489)	$ (2,395,038)
2021	$ (2,395,038)	$ (1,361,171)	$ (1,473,376)	$ -	$ -	63,860	$ 14.60	$ 932,415	$ (540,961)	$ 3,790	$ (98,021)	$ (3,030,229)
2022	$ (3,030,229)	$ (1,586,804)	$ (1,751,960)	$ -	$ -	125,172	$ 14.89	$ 1,864,194	$ 112,234	$ 3,790	$ (109,378)	$ (3,023,583)
2023	$ (3,023,583)	$ (2,488,588)	$ (2,802,554)	$ -	$ -	125,172	$ 15.19	$ 1,901,478	$ (901,077)	$ 3,790	$ (127,778)	$ (4,048,647)
2024	$ (4,048,647)	$ (1,893,635)	$ (2,175,191)	$ -	$ -	125,172	$ 15.49	$ 1,939,507	$ (235,684)	$ 3,790	$ (153,257)	$ (4,433,797)
2025	$ (4,433,797)	$ (536,633)	$ (628,751)	$ -	$ -	125,172	$ 15.80	$ 1,978,297	$ 1,349,546	$ 3,790	$ (138,262)	$ (3,218,723)
2026	$ (3,218,723)	$ (640,655)	$ (765,642)	$ -	$ -	125,172	$ 16.12	$ 2,017,863	$ 1,252,221	$ 3,790	$ (95,338)	$ (2,058,050)
2027	$ (2,058,050)	$ (2,672,332)	$ (3,257,558)	$ -	$ -	95,769	$ 16.44	$ 1,574,736	$ (1,682,822)	$ -	$ (106,700)	$ (3,847,572)
2028	$ (3,847,572)	$ (354,459)	$ (440,725)	$ -	$ -	95,769	$ 16.77	$ 1,606,231	$ 1,165,506	$ -	$ (120,145)	$ (2,802,211)
2029	$ (2,802,211)	$ (225,037)	$ (285,401)	$ -	$ -	95,769	$ 17.11	$ 1,638,356	$ 1,352,955	$ -	$ (78,227)	$ (1,527,484)
2030	$ (1,527,484)	$ (266,846)	$ (345,193)	$ -	$ -	95,769	$ 17.45	$ 1,671,123	$ 1,325,929	$ -	$ (31,814)	$ (233,369)
2031	$ (233,369)	$ (465,856)	$ (614,688)	$ -	$ -	47,884	$ 17.80	$ 852,273	$ 237,585	$ -	$ (4,216)	$ 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	$ 359,133	$ (396,363)	$ (396,363)	$ -	$ -	3,335	$ 45.83	$ 152,861	$ (243,502)	$ 1,989	$ 8,772	$ 126,392
2018	$ 126,392	$ (974,109)	$ (993,592)	$ -	$ -	6,670	$ 46.75	$ 311,836	$ (681,756)	$ 1,989	$ (8,918)	$ (562,292)
2019	$ (562,292)	$ (873,597)	$ (908,890)	$ -	$ -	6,670	$ 47.68	$ 318,073	$ (590,817)	$ 1,989	$ (31,527)	$ (1,182,647)
2020	$ (1,182,647)	$ (858,535)	$ (911,085)	$ -	$ -	6,670	$ 48.64	$ 324,434	$ (586,650)	$ 1,989	$ (54,279)	$ (1,821,588)
2021	$ (1,821,588)	$ (714,332)	$ (773,216)	$ -	$ -	6,670	$ 49.61	$ 330,923	$ (442,293)	$ 1,989	$ (75,136)	$ (2,337,027)
2022	$ (2,337,027)	$ (832,742)	$ (919,415)	$ -	$ -	19,060	$ 50.60	$ 964,485	$ 45,070	$ 1,989	$ (85,137)	$ (2,375,105)
2023	$ (2,375,105)	$ (1,305,991)	$ (1,470,759)	$ -	$ -	19,060	$ 51.61	$ 983,774	$ (486,984)	$ 1,989	$ (96,328)	$ (2,956,428)
2024	$ (2,956,428)	$ (993,765)	$ (1,141,523)	$ -	$ -	19,060	$ 52.65	$ 1,003,450	$ (138,073)	$ 1,989	$ (111,300)	$ (3,203,812)
2025	$ (3,203,812)	$ (281,621)	$ (329,964)	$ -	$ -	19,060	$ 53.70	$ 1,023,519	$ 693,555	$ 1,989	$ (105,102)	$ (2,613,370)
2026	$ (2,613,370)	$ (336,211)	$ (401,803)	$ -	$ -	19,060	$ 54.77	$ 1,043,989	$ 642,186	$ 1,989	$ (84,319)	$ (2,053,514)
2027	$ (2,053,514)	$ (1,402,419)	$ (1,709,541)	$ -	$ -	18,849	$ 55.87	$ 1,053,081	$ (656,460)	$ -	$ (87,648)	$ (2,797,622)
2028	$ (2,797,622)	$ (186,017)	$ (231,289)	$ -	$ -	18,849	$ 56.99	$ 1,074,143	$ 842,854	$ -	$ (87,444)	$ (2,042,212)
2029	$ (2,042,212)	$ (118,097)	$ (149,776)	$ -	$ -	18,849	$ 58.13	$ 1,095,625	$ 945,849	$ -	$ (57,750)	$ (1,154,113)
2030	$ (1,154,113)	$ (140,038)	$ (181,155)	$ -	$ -	18,849	$ 59.29	$ 1,117,538	$ 936,383	$ -	$ (25,242)	$ (242,971)
2031	$ (242,971)	$ (244,478)	$ (322,583)	$ -	$ -	9,425	$ 60.47	$ 569,944	$ 247,361	$ -	$ (4,390)	$ (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 - 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	$ 325,239	$ -	$ -	$ (72,243)	$ -	209	$ 44.61	$ 9,314	$ (62,930)	$ 10,811	$ 273,120
2018	$ 273,120	$ -	$ -	$ (72,243)	$ -	418	$ 45.50	$ 19,000	$ (53,243)	$ 4,930	$ 224,807
2019	$ 224,807	$ -	$ -	$ (72,243)	$ -	418	$ 46.41	$ 19,380	$ (52,863)	$ 7,300	$ 179,244
2020	$ 179,244	$ -	$ -	$ (72,243)	$ -	418	$ 47.34	$ 19,768	$ (52,476)	$ 5,631	$ 132,399
2021	$ 132,399	$ -	$ -	$ (72,243)	$ -	418	$ 48.29	$ 20,163	$ (52,080)	$ 3,914	$ 84,232
2022	$ 84,232	$ -	$ -	$ (72,243)	$ -	829	$ 49.25	$ 40,824	$ (31,420)	$ 2,522	$ 55,334
2023	$ 55,334	$ -	$ -	$ (72,243)	$ -	829	$ 50.24	$ 41,640	$ (30,603)	$ 1,473	$ 26,204
2024	$ 26,204	$ -	$ -	$ (72,243)	$ -	829	$ 51.24	$ 42,473	$ (29,770)	$ 417	$ (3,150)
2025	$ (3,150)	$ -	$ -	$ (72,243)	$ -	829	$ 52.27	$ 43,323	$ (28,921)	$ (648)	$ (32,719)
2026	$ (32,719)	$ -	$ -	$ (10,879)	$ -	829	$ 53.31	$ 44,189	$ 33,310	$ (591)	$ -

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	$ 125,277	$ -	$ -	$ (27,827)	$ -	31,930	$ 0.11	$ 3,618	$ (24,209)	$ 4,165	$ 105,232
2018	$ 105,232	$ -	$ -	$ (27,827)	$ -	63,860	$ 0.12	$ 7,381	$ (20,446)	$ 1,900	$ 86,686
2019	$ 86,686	$ -	$ -	$ (27,827)	$ -	63,860	$ 0.12	$ 7,528	$ (20,299)	$ 2,817	$ 69,204
2020	$ 69,204	$ -	$ -	$ (27,827)	$ -	63,860	$ 0.12	$ 7,679	$ (20,148)	$ 2,176	$ 51,232
2021	$ 51,232	$ -	$ -	$ (27,827)	$ -	63,860	$ 0.12	$ 7,832	$ (19,995)	$ 1,517	$ 32,755
2022	$ 32,755	$ -	$ -	$ (27,827)	$ -	125,172	$ 0.13	$ 15,659	$ (12,168)	$ 981	$ 21,569
2023	$ 21,569	$ -	$ -	$ (27,827)	$ -	125,172	$ 0.13	$ 15,973	$ (11,854)	$ 576	$ 10,290
2024	$ 10,290	$ -	$ -	$ (27,827)	$ -	125,172	$ 0.13	$ 16,292	$ (11,535)	$ 166	$ (1,078)
2025	$ (1,078)	$ -	$ -	$ (27,827)	$ -	125,172	$ 0.13	$ 16,618	$ (11,209)	$ (246)	$ (12,533)
2026	$ (12,533)	$ -	$ -	$ (4,191)	$ -	125,172	$ 0.14	$ 16,950	$ 12,760	$ (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	$ 57,670	$ -	$ -	$ (12,810)	$ -	3,335	$ 0.38	$ 1,275	$ (11,535)	$ 1,910	$ 48,045
2018	$ 48,045	$ -	$ -	$ (12,810)	$ -	6,670	$ 0.39	$ 2,601	$ (10,209)	$ 859	$ 38,695
2019	$ 38,695	$ -	$ -	$ (12,810)	$ -	6,670	$ 0.40	$ 2,653	$ (10,157)	$ 1,237	$ 29,775
2020	$ 29,775	$ -	$ -	$ (12,810)	$ -	6,670	$ 0.41	$ 2,706	$ (10,104)	$ 910	$ 20,581
2021	$ 20,581	$ -	$ -	$ (12,810)	$ -	6,670	$ 0.41	$ 2,760	$ (10,050)	$ 572	$ 11,104
2022	$ 11,104	$ -	$ -	$ (12,810)	$ -	19,060	$ 0.42	$ 8,045	$ (4,765)	$ 321	$ 6,660
2023	$ 6,660	$ -	$ -	$ (12,810)	$ -	19,060	$ 0.43	$ 8,206	$ (4,604)	$ 160	$ 2,215
2024	$ 2,215	$ -	$ -	$ (12,810)	$ -	19,060	$ 0.44	$ 8,370	$ (4,440)	$ (0)	$ (2,225)
2025	$ (2,225)	$ -	$ -	$ (12,810)	$ -	19,060	$ 0.45	$ 8,537	$ (4,273)	$ (161)	$ (6,658)
2026	$ (6,658)	$ -	$ -	$ (1,929)	$ -	19,060	$ 0.46	$ 8,708	$ 6,779	$ (120)	$ -

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	$ (258,378)	$ (6,716,414)	$ (6,716,414)	$ (2,826,585)	$ (119,513)	209	$ 7,622.17	$ 1,591,359	$ (8,071,153)	$ 1,018,950	$ (139,269)	$ (7,449,850)
2018	$ (7,449,850)	$ (8,953,944)	$ (9,133,023)	$ (2,824,329)	$ (238,844)	418	$ 7,774.61	$ 3,246,372	$ (8,949,823)	$ 1,017,396	$ (420,111)	$ (15,802,389)
2019	$ (15,802,389)	$ (605,340)	$ (629,796)	$ (2,821,980)	$ (357,977)	418	$ 7,930.10	$ 3,311,300	$ (498,453)	$ 1,015,716	$ (572,010)	$ (15,857,136)
2020	$ (15,857,136)	$ (3,293,460)	$ (3,495,046)	$ (2,817,294)	$ (476,960)	418	$ 8,088.71	$ 3,377,526	$ (3,411,774)	$ 1,014,424	$ (627,654)	$ (18,882,140)
2021	$ (18,882,140)	$ (918,270)	$ (993,965)	$ (2,810,776)	$ (595,746)	418	$ 8,250.48	$ 3,445,076	$ (955,411)	$ 1,012,754	$ (693,808)	$ (19,518,604)
2022	$ (19,518,604)	$ (806,265)	$ (890,182)	$ (2,724,519)	$ (714,372)	829	$ 8,415.49	$ 6,975,184	$ 2,646,111	$ 1,011,393	$ (650,987)	$ (16,512,087)
2023	$ (16,512,087)	$ (3,694,399)	$ (4,160,494)	$ (1,935,143)	$ (832,843)	829	$ 8,583.80	$ 7,114,688	$ 186,208	$ 1,010,061	$ (585,633)	$ (15,901,451)
2024	$ (15,901,451)	$ (158,175)	$ (181,693)	$ (1,933,636)	$ (951,166)	829	$ 8,755.48	$ 7,256,982	$ 4,190,487	$ 1,008,804	$ (489,506)	$ (11,191,667)
2025	$ (11,191,667)	$ -	$ -	$ (723,773)	$ (951,166)	829	$ 8,930.59	$ 7,402,121	$ 5,727,182	$ -	$ (306,473)	$ (5,770,958)
2026	$ (5,770,958)	$ -	$ -	$ (723,773)	$ (951,166)	829	$ 9,109.20	$ 7,550,164	$ 5,875,225	$ -	$ (104,267)	$ -

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	$ (13,599)	$ (353,495)	$ (353,495)	$ (148,768)	$ (6,290)	35,265	$ 2.33	$ 82,091	$ (426,462)	$ 53,629	$ (7,361)	$ (393,793)
2018	$ (393,793)	$ (471,260)	$ (480,685)	$ (148,649)	$ (12,571)	70,530	$ 2.37	$ 167,465	$ (474,440)	$ 53,547	$ (22,236)	$ (836,922)
2019	$ (836,922)	$ (31,860)	$ (33,147)	$ (148,525)	$ (18,841)	70,530	$ 2.42	$ 170,815	$ (29,699)	$ 53,459	$ (30,362)	$ (843,523)
2020	$ (843,523)	$ (173,340)	$ (183,950)	$ (148,279)	$ (25,103)	70,530	$ 2.47	$ 174,231	$ (183,101)	$ 53,391	$ (33,428)	$ (1,006,661)
2021	$ (1,006,661)	$ (48,330)	$ (52,314)	$ (147,936)	$ (31,355)	70,530	$ 2.52	$ 177,715	$ (53,889)	$ 53,303	$ (37,056)	$ (1,044,304)
2022	$ (1,044,304)	$ (42,435)	$ (46,852)	$ (143,396)	$ (37,599)	144,232	$ 2.57	$ 370,692	$ 142,846	$ 53,231	$ (34,823)	$ (883,049)
2023	$ (883,049)	$ (194,442)	$ (218,973)	$ (101,850)	$ (43,834)	144,232	$ 2.62	$ 378,106	$ 13,449	$ 53,161	$ (31,271)	$ (847,709)
2024	$ (847,709)	$ (8,325)	$ (9,563)	$ (101,770)	$ (50,061)	144,232	$ 2.67	$ 385,668	$ 224,274	$ 53,095	$ (26,092)	$ (596,432)
2025	$ (596,432)	$ -	$ -	$ (38,093)	$ (50,061)	144,232	$ 2.73	$ 393,382	$ 305,227	$ -	$ (16,333)	$ (307,538)
2026	$ (307,538)	$ -	$ -	$ (38,093)	$ (50,061)	144,232	$ 2.78	$ 401,249	$ 313,095	$ -	$ (5,556)	$ -

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	$ (29,380)	$ -	$ -	$ (371,399)	$ -	209	$ 1,010.56	$ 210,985	$ (160,413)	$ (4,033)	$ (193,826)
2018	$ (193,826)	$ -	$ -	$ (371,398)	$ -	418	$ 1,030.77	$ 430,410	$ 59,012	$ (6,047)	$ (140,860)
2019	$ (140,860)	$ -	$ -	$ (371,398)	$ -	418	$ 1,051.39	$ 439,019	$ 67,620	$ (3,939)	$ (77,179)
2020	$ (77,179)	$ -	$ -	$ (371,398)	$ -	418	$ 1,072.42	$ 447,799	$ 76,401	$ (1,434)	$ (2,212)
2021	$ (2,212)	$ -	$ -	$ (371,398)	$ -	418	$ 1,093.86	$ 456,755	$ 85,356	$ 1,489	$ 84,633
2022	$ 84,633	$ -	$ -	$ (371,398)	$ -	829	$ 1,115.74	$ 924,783	$ 553,385	$ 13,297	$ 651,315
2023	$ 651,315	$ (2,443,921)	$ (2,752,252)	$ (371,398)	$ -	829	$ 1,138.06	$ 943,279	$ (2,180,371)	$ (16,150)	$ (1,545,206)
2024	$ (1,545,206)	$ -	$ -	$ (371,398)	$ -	829	$ 1,160.82	$ 962,145	$ 590,747	$ (45,994)	$ (1,000,453)
2025	$ (1,000,453)	$ (85,500)	$ (100,177)	$ (371,398)	$ -	829	$ 1,184.03	$ 981,388	$ 509,812	$ (27,436)	$ (518,076)
2026	$ (518,076)	$ (85,500)	$ (102,180)	$ (371,398)	$ -	829	$ 1,207.72	$ 1,001,015	$ 527,437	$ (9,360)	$ 0

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	$ (1,546)	$ -	$ -	$ (19,547)	$ -	35,265	$ 0.31	$ 10,884	$ (8,664)	$ (216)	$ (10,426)
2018	$ (10,426)	$ -	$ -	$ (19,547)	$ -	70,530	$ 0.31	$ 22,203	$ 2,656	$ (335)	$ (8,105)
2019	$ (8,105)	$ -	$ -	$ (19,547)	$ -	70,530	$ 0.32	$ 22,647	$ 3,100	$ (241)	$ (5,247)
2020	$ (5,247)	$ -	$ -	$ (19,547)	$ -	70,530	$ 0.33	$ 23,100	$ 3,553	$ (128)	$ (1,822)
2021	$ (1,822)	$ -	$ -	$ (19,547)	$ -	70,530	$ 0.33	$ 23,562	$ 4,015	$ 7	$ 2,199
2022	$ 2,199	$ -	$ -	$ (19,547)	$ -	144,232	$ 0.34	$ 49,147	$ 29,600	$ 626	$ 32,425
2023	$ 32,425	$ (128,627)	$ (144,855)	$ (19,547)	$ -	144,232	$ 0.35	$ 50,130	$ (114,273)	$ (909)	$ (82,757)
2024	$ (82,757)	$ -	$ -	$ (19,547)	$ -	144,232	$ 0.35	$ 51,133	$ 31,585	$ (2,464)	$ (53,636)
2025	$ (53,636)	$ (4,500)	$ (5,272)	$ (19,547)	$ -	144,232	$ 0.36	$ 52,155	$ 27,336	$ (1,471)	$ (27,771)
2026	$ (27,771)	$ (4,500)	$ (5,378)	$ (19,547)	$ -	144,232	$ 0.37	$ 53,198	$ 28,273	$ (502)	$ -

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	$ 198,097	$ (433,363)	$ (433,363)	$ -	$ -	209	$ 285.22	$ 59,549	$ (373,814)	$ 412	$ (175,306)
2018	$ (175,306)	$ (681,478)	$ (695,108)	$ -	$ -	418	$ 290.93	$ 121,480	$ (573,628)	$ (17,006)	$ (765,939)
2019	$ (765,939)	$ (155,736)	$ (162,027)	$ -	$ -	418	$ 296.75	$ 123,910	$ (38,117)	$ (28,888)	$ (832,945)
2020	$ (832,945)	$ (41,568)	$ (44,112)	$ -	$ -	418	$ 302.68	$ 126,388	$ 82,275	$ (29,139)	$ (779,808)
2021	$ (779,808)	$ (200,672)	$ (217,214)	$ -	$ -	418	$ 308.74	$ 128,916	$ (88,298)	$ (30,322)	$ (898,428)
2022	$ (898,428)	$ (70,272)	$ (77,586)	$ -	$ -	829	$ 314.91	$ 261,013	$ 183,427	$ (29,687)	$ (744,687)
2023	$ (744,687)	$ (112,320)	$ (126,491)	$ -	$ -	829	$ 321.21	$ 266,234	$ 139,743	$ (24,833)	$ (629,778)
2024	$ (629,778)	$ (25,344)	$ (29,112)	$ -	$ -	829	$ 327.63	$ 271,558	$ 242,446	$ (18,715)	$ (406,047)
2025	$ (406,047)	$ -	$ -	$ -	$ -	829	$ 334.18	$ 276,989	$ 276,989	$ (9,846)	$ (138,903)
2026	$ (138,903)	$ (118,080)	$ (141,117)	$ -	$ -	829	$ 340.87	$ 282,529	$ 141,413	$ (2,510)	$ (0)

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	$ 71,315	$ (163,264)	$ (163,264)	$ -	$ -	31,930	$ 0.70	$ 22,203	$ (141,061)	$ 29	$ (69,717)
2018	$ (69,717)	$ (247,626)	$ (252,578)	$ -	$ -	63,860	$ 0.71	$ 45,294	$ (207,285)	$ (6,380)	$ (283,381)
2019	$ (283,381)	$ (57,414)	$ (59,733)	$ -	$ -	63,860	$ 0.72	$ 46,200	$ (13,534)	$ (10,677)	$ (307,593)
2020	$ (307,593)	$ (14,965)	$ (15,880)	$ -	$ -	63,860	$ 0.74	$ 47,124	$ 31,243	$ (10,745)	$ (287,094)
2021	$ (287,094)	$ (74,257)	$ (80,378)	$ -	$ -	63,860	$ 0.75	$ 48,066	$ (32,312)	$ (11,160)	$ (330,565)
2022	$ (330,565)	$ (25,298)	$ (27,931)	$ -	$ -	125,172	$ 0.77	$ 96,099	$ 68,168	$ (10,911)	$ (273,307)
2023	$ (273,307)	$ (43,264)	$ (48,722)	$ -	$ -	125,172	$ 0.78	$ 98,021	$ 49,299	$ (9,151)	$ (233,159)
2024	$ (233,159)	$ (9,124)	$ (10,480)	$ -	$ -	125,172	$ 0.80	$ 99,982	$ 89,501	$ (6,933)	$ (150,591)
2025	$ (150,591)	$ -	$ -	$ -	$ -	125,172	$ 0.81	$ 101,981	$ 101,981	$ (3,665)	$ (52,275)
2026	$ (52,275)	$ (42,509)	$ (50,802)	$ -	$ -	125,172	$ 0.83	$ 104,021	$ 53,219	$ (944)	$ 0

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	$ 40,115	$ (80,503)	$ (80,503)	$ -	$ -	3,335	$ 2.66	$ 8,866	$ (71,638)	$ 158	$ (31,365)
2018	$ (31,365)	$ (135,706)	$ (138,420)	$ -	$ -	6,670	$ 2.71	$ 18,086	$ (120,334)	$ (3,368)	$ (155,068)
2019	$ (155,068)	$ (30,187)	$ (31,407)	$ -	$ -	6,670	$ 2.77	$ 18,447	$ (12,960)	$ (5,945)	$ (173,972)
2020	$ (173,972)	$ (8,418)	$ (8,933)	$ -	$ -	6,670	$ 2.82	$ 18,816	$ 9,884	$ (6,220)	$ (170,309)
2021	$ (170,309)	$ (38,621)	$ (41,805)	$ -	$ -	6,670	$ 2.88	$ 19,193	$ (22,612)	$ (6,683)	$ (199,605)
2022	$ (199,605)	$ (14,230)	$ (15,711)	$ -	$ -	19,060	$ 2.93	$ 55,937	$ 40,226	$ (6,605)	$ (165,984)
2023	$ (165,984)	$ (19,916)	$ (22,429)	$ -	$ -	19,060	$ 2.99	$ 57,056	$ 34,627	$ (5,471)	$ (136,827)
2024	$ (136,827)	$ (5,132)	$ (5,895)	$ -	$ -	19,060	$ 3.05	$ 58,197	$ 52,302	$ (4,073)	$ (88,598)
2025	$ (88,598)	$ -	$ -	$ -	$ -	19,060	$ 3.11	$ 59,361	$ 59,361	$ (2,168)	$ (31,405)
2026	$ (31,405)	$ (23,911)	$ (28,576)	$ -	$ -	19,060	$ 3.18	$ 60,549	$ 31,972	$ (567)	$ 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	$ 1,111,776	$ (1,223,803)	$ (1,223,803)	$ (83,035)	$ -	209	$ 177.47	$ 37,052	$ (1,269,786)	$ 17,549	$ (140,461)
2018	$ (140,461)	$ (21,243)	$ (21,668)	$ (83,035)	$ -	418	$ 181.02	$ 75,585	$ (29,118)	$ (5,705)	$ (175,284)
2019	$ (175,284)	$ (21,243)	$ (22,102)	$ (83,035)	$ -	418	$ 184.64	$ 77,097	$ (28,039)	$ (6,966)	$ (210,289)
2020	$ (210,289)	$ (21,243)	$ (22,544)	$ (83,035)	$ -	418	$ 188.33	$ 78,639	$ (26,939)	$ (8,234)	$ (245,463)
2021	$ (245,463)	$ (21,243)	$ (22,995)	$ (83,035)	$ -	418	$ 192.10	$ 80,212	$ (25,818)	$ (9,508)	$ (280,789)
2022	$ (280,789)	$ (21,243)	$ (23,454)	$ (83,035)	$ -	829	$ 195.94	$ 162,403	$ 55,914	$ (9,304)	$ (234,179)
2023	$ (234,179)	$ (21,243)	$ (23,924)	$ (83,035)	$ -	829	$ 199.86	$ 165,651	$ 58,693	$ (7,538)	$ (183,024)
2024	$ (183,024)	$ (21,243)	$ (24,402)	$ (83,035)	$ -	829	$ 203.85	$ 168,964	$ 61,528	$ (5,603)	$ (127,099)
2025	$ (127,099)	$ (21,243)	$ (24,890)	$ (83,035)	$ -	829	$ 207.93	$ 172,344	$ 64,419	$ (3,492)	$ (66,172)
2026	$ (66,172)	$ (21,243)	$ (25,388)	$ (83,035)	$ -	829	$ 212.09	$ 175,790	$ 67,368	$ (1,196)	$ 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	$ 428,238	$ (471,389)	$ (471,389)	$ (31,984)	$ -	31,930	$ 0.45	$ 14,393	$ (488,980)	$ 6,762	$ (53,980)
2018	$ (53,980)	$ (8,183)	$ (8,346)	$ (31,984)	$ -	63,860	$ 0.46	$ 29,361	$ (10,969)	$ (2,188)	$ (67,137)
2019	$ (67,137)	$ (8,183)	$ (8,513)	$ (31,984)	$ -	63,860	$ 0.47	$ 29,948	$ (10,549)	$ (2,665)	$ (80,351)
2020	$ (80,351)	$ (8,183)	$ (8,683)	$ (31,984)	$ -	63,860	$ 0.48	$ 30,547	$ (10,120)	$ (3,143)	$ (93,613)
2021	$ (93,613)	$ (8,183)	$ (8,857)	$ (31,984)	$ -	63,860	$ 0.49	$ 31,158	$ (9,683)	$ (3,623)	$ (106,919)
2022	$ (106,919)	$ (8,183)	$ (9,034)	$ (31,984)	$ -	125,172	$ 0.50	$ 62,295	$ 21,277	$ (3,543)	$ (89,185)
2023	$ (89,185)	$ (8,183)	$ (9,215)	$ (31,984)	$ -	125,172	$ 0.51	$ 63,541	$ 22,342	$ (2,871)	$ (69,714)
2024	$ (69,714)	$ (8,183)	$ (9,399)	$ (31,984)	$ -	125,172	$ 0.52	$ 64,812	$ 23,429	$ (2,134)	$ (48,419)
2025	$ (48,419)	$ (8,183)	$ (9,587)	$ (31,984)	$ -	125,172	$ 0.53	$ 66,108	$ 24,537	$ (1,330)	$ (25,212)
2026	$ (25,212)	$ (8,183)	$ (9,779)	$ (31,984)	$ -	125,172	$ 0.54	$ 67,430	$ 25,668	$ (456)	$ 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	$ 197,136	$ (217,000)	$ (217,000)	$ (14,723)	$ -	3,335	$ 1.52	$ 5,074	$ (226,650)	$ 3,084	$ (26,430)
2018	$ (26,430)	$ (3,767)	$ (3,842)	$ (14,723)	$ -	6,670	$ 1.55	$ 10,350	$ (8,216)	$ (1,124)	$ (35,769)
2019	$ (35,769)	$ (3,767)	$ (3,919)	$ (14,723)	$ -	6,670	$ 1.58	$ 10,557	$ (8,085)	$ (1,465)	$ (45,320)
2020	$ (45,320)	$ (3,767)	$ (3,997)	$ (14,723)	$ -	6,670	$ 1.61	$ 10,768	$ (7,953)	$ (1,814)	$ (55,086)
2021	$ (55,086)	$ (3,767)	$ (4,077)	$ (14,723)	$ -	6,670	$ 1.65	$ 10,984	$ (7,817)	$ (2,171)	$ (65,075)
2022	$ (65,075)	$ (3,767)	$ (4,159)	$ (14,723)	$ -	19,060	$ 1.68	$ 32,012	$ 13,129	$ (2,153)	$ (54,098)
2023	$ (54,098)	$ (3,767)	$ (4,242)	$ (14,723)	$ -	19,060	$ 1.71	$ 32,652	$ 13,687	$ (1,739)	$ (42,151)
2024	$ (42,151)	$ (3,767)	$ (4,327)	$ (14,723)	$ -	19,060	$ 1.75	$ 33,305	$ 14,255	$ (1,289)	$ (29,185)
2025	$ (29,185)	$ (3,767)	$ (4,413)	$ (14,723)	$ -	19,060	$ 1.78	$ 33,971	$ 14,834	$ (801)	$ (15,152)
2026	$ (15,152)	$ (3,767)	$ (4,502)	$ (14,723)	$ -	19,060	$ 1.82	$ 34,651	$ 15,425	$ (274)	$ -

Appendix D – Long-term Capital and Operating Cost Examination

Appendix D – Long-term Capital and Operating Cost Examination

As a requirement of the D.C.A., 1997 under subsection 10(2)(c), an analysis must be undertaken to assess the long-term capital and operating cost impacts for the capital infrastructure projects identified within the D.C. As part of this analysis, it was deemed necessary to isolate the incremental operating expenditures directly associated with these capital projects, factor in cost savings attributable to economies of scale or cost sharing where applicable, and prorate the cost on a per unit basis (i.e. square foot of building space, per vehicle, etc.). This was undertaken through a review of the Town's 2015 Financial Information Return.

In addition to the operational impacts, over time the initial capital projects will require replacement. This replacement of capital is often referred to as lifecycle cost. By definition, lifecycle costs are all the costs which are incurred during the life of a physical asset, from the time its acquisition is first considered, to the time it is taken out of service for disposal or redeployment. The method selected for lifecycle costing is the sinking fund method which provides that money will be contributed annually and invested, so that those funds will grow over time to equal the amount required for future replacement. The following factors were utilized to calculate the annual replacement cost of the capital projects (annual contribution = factor x capital asset cost) and are based on an annual growth rate of 2% (net of inflation) over the average useful life of the asset:

Asset	Lifecycle Cost: Average Useful Life (Years)	Lifecycle Cost: Factor
Facilities, Buildings	40	0.01656
Roads and Related	20	0.04116
Rolling Stock and Equipment	10	0.09133
Fire Vehicles	15	0.05783
Infrastructure	80	0.00516
Parks Related	30	0.02465

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	5,312,205	845,280	6,157,485
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	**9,366,643**	**4,597,890**	**13,964,533**

Appendix E – Proposed D.C. By-law

TOWN OF HALTON HILLS
Working Together Working for You!

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 25, 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 25, 2017, 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 ancillaryDevelopment 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 aBuilding 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) "**Residentia**l", 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 hall 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 ofsuch 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 m^2)], 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 m^2)]; 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 m^2)] 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 m^2)] 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 are hereby repealed effective on the date this By-law comes into force.

BY-LAW read and passed by the Council for the Town of Halton Hills, this 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 m² of Gross Floor Area)	Non-Industrial (per m² of Gross Floor Area)
Municipal Wide Services:								
Transportation	5,613	2,742	2,049	4,533	3,291	1,613	13.49	45.83
Fire Services	443	216	162	357	259	127	1.06	3.61
Transit Services	16	8	6	13	9	4	0.04	0.13
Parking Services	45	22	16	36	26	13	0.11	0.38
Recreation and Parks	7,622	3,723	2,782	6,155	4,468	2,190	2.33	2.33
Library Services	1,011	494	369	816	592	290	0.31	0.31
Administration	285	139	104	230	167	82	0.70	2.66
Stormwater Management	177	87	65	143	104	51	0.45	1.52
Total Municipal Wide Services	**15,212**	**7,431**	**5,553**	**12,283**	**8,916**	**4,370**	**18.49**	**56.78**

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.

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 DEVLOPMENT

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.

Appendix G – Methodology Policy Review

Town of Halton Hills

2017 Development Charge Background Study

Methodology Policy Review

June 9, 2017

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Planning for growth

Contents

1. Introduction

This paper has been prepared to inform of the process of making decisions regarding the specific methodology to be used in calculating the Town of Halton Hills' (Town) 2017 development charges (D.C.). This paper reviews the methodology used by the Town in its 2012 D.C. Background Study (Study) and recommends an approach for consideration in the preparation of the 2017 Study. Apart from the capital expenditure plans themselves, these are the most significant considerations involved in arriving at a proposed schedule of charges. It is therefore appropriate to make these assumptions explicit, relatively early in the process, in order to assist decision-makers and stakeholders in their review.

A subsequent document will be created to address implementation policy issues, to be presented and discussed later in the 2017 D.C. process, and will be included in the Town's 2017 Study.

The following chapters of this paper address the following methodological issues:

- Growth Forecast
- Service Definition
- Local Services
- Reduction Required for Level of Service Cap
- Uncommitted Excess Capacity
- Post Period Capacity
- Benefit to Existing Development Deductions
- 10% Statutory Deduction
- Grants, Subsidies and Other Contributions
- Reserve Fund Draws, Deductions and Adjustments
- Area-Specific vs. Uniform Charges
- Types of Development
- Cash Flow vs. Quantum Calculation Approach

This document was initially presented to the Town's D.C. Steering Committee on February 6, 2017 and has been subsequently updated where required.

2. Growth Forecast

2.1 Development Charges Act Requirements

The *Development Charges Act* (D.C.A.) requires that the amount, type and location of development for which development charges can be imposed, be estimated. This estimate is needed for the first two five-year periods and then to the end of the planning period. Annual estimates do not appear to be mandatory, but are required for calculating D.C. on a cash flow basis.

2.2 Town of Halton Hills and Region of Halton Current Practices

2.2.1 Town of Halton Hills 2012 D.C. Background Study

The Town's 2012 Study growth forecast was developed to be consistent with the Region of Halton's (Region) *Best Planning Estimates, June 2011 (BPE).* The study identified residential and non-residential growth over the 10-year period (2012-2021) and for the planning period of 2012-2031. The 2012 Study identified growth over the forecast periods for residential (by dwelling type), industrial, commercial and institutional development.

2.2.2 Region of Halton 2017 D.C. Background Study

The Region's 2017 Study growth forecast was also developed to align with the 2011 BPE. The 2011 BPE population and employment forecast reflects the population and employment targets set out in Schedule 3 of the Provincial Growth Plan, Places to Grow and Regional Official Plan Amendment No. 39 (ROPA 39). Halton Region further allocated the provincial growth targets by local municipality as part of the Sustainable Halton process, which represents the growth management and land use response to the Province's Places to Grow Plan, the Provincial Policy Statement and the Greenbelt Plan.

2.3 2017 D.C. Background Study Recommendations

The Town's 2017 Study will maintain the Region's 2011 BPE as its basis. The forecast periods will include mid-2017 to mid-2027 for services limited by the ten year forecast period, and mid-2017 to mid-2031 for all other services. The residential growth forecast will include the population growth for the period, excluding Census undercount, arising from the development of Single and Semi-Detached; Multiples and Apartment dwelling units. Non-residential growth forecast will include employment growth, excluding No

Fixed Place of Work and Work at Home employment, categorized by Industrial, Commercial and Institutional types. Non-residential gross floor area for the incremental employment growth will be estimated based on the following square foot per employee assumptions: Industrial – 1,415 sq.ft. per employee; Commercial – 400 sq.ft. per employee; and Institutional – 510 sq.ft. per employee.

3. Service Definition

3.1 Development Charges Act Requirements

The D.C.A. requires that "the increase in the need for service attributable to the anticipated development ... be estimated for each service" that is involved. This potentially includes any municipal service not referenced in s.s.2(4) of the D.C.A. This estimate does not appear to necessitate project-specific consideration at this stage, as it refers to "need" and not to "project solutions" or the means by which such needs are to be met. s.s.2(4) of the D.C.A. indicates that the following services are ineligible for D.C. coverage: museums, theatres and art galleries (cultural or entertainment facilities); convention centres (tourism facilities); parkland acquisition; hospitals; landfill sites and services; incineration of waste; and headquarters for general municipal administration.

3.2 Town of Halton Hills Current Practices

The Town's 2012 Study included the following services to address the needs of anticipated development:

- Roads and Related
- Public Works
- Stormwater Management
- Fire Department
- Recreation and Parks
- Library Services
- Parking
- General Government

3.3 2017 D.C. Background Study Recommendations

The 2017 Study will consider all services for which the Town plans to incur capital costs related to new servicing capacity expansion. These capital costs may include the cost to acquire, construct, improve and lease buildings/structures, acquire or improve land, acquire furniture, equipment or library materials, studies in connection with the above and interest on money borrowed for such purpose.

The following services are being considered to address the needs of the anticipated development:

- Transportation Services (Services Related to Highways)
- Stormwater Management Services
- Fire Protection Services
- Recreation and Parks Services
- Library Services
- Municipal Parking Services
- Administration Services (Studies)

s.s.5(3)4 of the D.C.A. lists "services related to a highway" as defined in subsection 1(1) of the Municipal Act" as a service. This involves the efficient transportation of people and goods via different modes, including passenger automobiles, commercial vehicles, bicycles and pedestrians. The service definition for the Town's 2017 Study will consider all services within the road right-of-way that provide new servicing capacity expansion as "Transportation Services". In addition to road improvements, these services would include sidewalks, bicycle infrastructure, street lighting, traffic signals, and public works facilities, vehicles, equipment and signage. Other transportation related items outside of the road right-of-way would be included under Parks and Recreation Services (e.g. trails).

The Town has recently completed a request for proposal for Transit Services. The 2017 Study will consider the impacts of the Transit Study on Town's D.C. policy as information becomes available. Subject to the timing of Council authorization for the needs arising from the Transit Study, the Town may consider including Transit Services in the 2017 Study, or incorporate the findings in a future amendment to the 2017 D.C. By-Law.

4. Local Services

4.1 Development Charges Act Requirements

Local services related to a plan of subdivision, or within the area to which the plan relates, are to be installed or paid for by the owner as a condition of approval under s.51 of the Planning Act (or s.53 re consents) and may be covered as a condition of such approval. As such local services are not included for recovery within a D.C. by-law. Moreover, subsection 59.1(1) of the D.C.A. requires that a municipality shall not impose, directly or indirectly, a charge related to a development or a requirement to construct a service related to development, except as permitted by this Act or another Act. It is, therefore, important that municipal practice in this area be clearly defined so as to avoid duplication, omission and/or improper recovery in the case of any particular servicing requirement.

4.2 Town of Halton Hills and Region of Halton Current Practices

The Town's current policy requires developers to provide stormwater management ponds as a local service. There is not explicit local service policy included in the Town's 2012 D.C. Background Study.

4.3 2017 D.C. Background Study Recommendations

The following local service policy template was presented to the D.C. Steering Committee at the project start-up meeting on December 14, 2016. The policy will be refined through subsequent meetings with Town staff.

1. **Collector Roads**

1.1 Collector roads internal to development – Direct developer responsibility under s.59 of the D.C.A. (as a local service).

1.2 Roads (collector and arterial) external to development – Include in the D.C. calculation to the extent permitted under s.5(1) of the D.C.A. (dependent on local circumstances).

1.3 Stream crossing and rail crossing road works, excluding underground utilities but including all other works within lands to be dedicated to the Town - or rail corridors – Include in the D.C. calculation to the extent permitted under s.5(1) of the D.C.A. (dependent on local circumstances).

2. **Traffic Signals**

2.1 Traffic signalization within or external to development – Include in the D.C. calculation to the extent permitted under s.5(1) of the D.C.A.

3. **Intersection Improvements**

3.1 New roads (collector and arterial) and road (collector and arterial) improvements – Include as part of road costing noted in item 1, to limits of ROW.

3.2 Intersection improvements within specific developments and all works necessary to connect to entrances (private and specific subdivision) to the roadway – Direct developer responsibility under s.59 of the D.C.A. (as a local service).

3.3 Intersections with regional roads and provincial highways – Include in the D.C. calculation to the extent that they are a Town responsibility.

3.4 Intersection improvements on other roads due to development growth increasing traffic – Include in the D.C. calculation.

4. **Streetlights**

4.1 Streetlights on external roads – Include in the area municipal D.C. (linked to collector road funding source in item 1).

4.2 Streetlights within specific developments – Direct developer responsibility under s.59 of the D.C.A. (as a local service).

5. **Sidewalks**

5.1 Sidewalks on MTO and regional roads – Include in the area municipal D.C. or, in exceptional circumstances, may be a local improvement or direct developer responsibility through local service provisions (s.59 of the D.C.A.).

5.2 Sidewalks on area municipal roads - Linked to collector road funding source in item 1.

5.3 Other sidewalks external to development (which are a local service within the area to which the plan relates) - Direct developer responsibility as a local service provision (under s.59 of the D.C.A.)

6. **Bike Routes / Bike Lanes / Bike Paths / Multi-Use Trails/ Naturalized Walkways**

6.1 Bike routes and bike lanes, within road allowance, external to development – Include in the D.C. road costs (regional and area municipal), consistent with the service standard provisions of the D.C.A., s.5(1).

6.2 Bike paths/multi-use trails/naturalized walkways external to development – Include in the area municipal D.C.s consistent with the service standard provisions of the D.C.A., s.5(1).

6.3 Bike lanes, within road allowance, internal to development – Direct developer responsibility under s.59 of the D.C.A. (as a local service).

6.4 Bike paths/multi-use trails/naturalized walkways internal to development – Direct developer responsibility under s.59 of the D.C.A. (as a local service).

6.5 Trail bridges/underpasses and associated works – Include in the area municipal D.C.s consistent with the service standard provisions of the D.C.A., s.5(1).

7. **Noise Abatement Measures**

7.1 Internal to development – Direct developer responsibility though local service provisions (s.59 of the D.C.A.).

8. **Traffic Control Systems**

8.1 Include in the D.C. calculation.

9. **Land Acquisition for Road Allowances**

9.1 Land acquisition for arterial roads – Dedication under the Planning Act subdivision provision (s.51) through development lands; in areas with limited or no development, include in the regional or area municipal D.C. (to the extent eligible).

9.2 Land acquisition for collector roads – Dedication under the Planning Act subdivision provision (s.51) through development lands (up to a 27-metre right-of-way); in areas with limited or no development, include in the area municipal D.C. (to the extent eligible).

9.3 Land acquisition for grade separations (beyond normal dedication requirements) – Include in the D.C. to the extent eligible.

10. **Land Acquisition for Easements**

10.1 Easement costs external to subdivisions shall be included in the D.C. calculation.

11 Storm Water Management

11.1 Quality and quantity works – Direct developer responsibility through local service provisions (s. 59 of the D.C.A.).

11.2 Oversizing of stormwater management works for development external to developments include in D.C. to the extent eligible.

5. Reduction Required for Level of Service Cap

5.1 Development Charges Act Requirements

For all services, excluding transit, the D.C.A. requires that the increase in need for service "...not include an increase that would result in the level of service (for the additional development increment) exceeding the average level of that service provided in the municipality over the 10-year period immediately preceding the preparation of the background study..." O.Reg. 82/98 (s.4) goes on 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, if the calculated level of service is lower than that prescribed by another Act, the level of service prescribed may be used for D.C. purposes.

In may cases, the level of service ceiling can be calculated by establishing a quantity measure in terms of units such as floor area, land area, or road length per capita, and a quality measure in terms of the average cost of providing such units based on replacement costs. When the quantity and quality factors are multiplied together, they produce a measure of the level of service which meets the requirements of the D.C.A, i.e. cost per capita.

As the D.C.A. refers to the "additional development increment" and does not stipulate how the additional development increment is defined, it is also permissible to consider population and employment when establishing the historical level of service and the level of service ceiling over the forecast period.

The impact of using 'population' vs. 'population and employment' on the level of service ceiling is minimal if the relationship of historical population and employment (i.e. activity rate) is consistent with the future development increment. If the future development increment has a greater or lower activity rate than has been seen historically, the level of service ceiling would decrease or increase respectively when using 'population and employment' vs. 'population' methodology.

5.2 Town of Halton Hills Current Practices

The Town's 2012 Study used population only when establishing the level of service ceiling for services that were determined to have a residential benefit only (Library and Recreation and Parks). For all other services which were deemed to have a residential

and non-residential benefit, the Study used 'population and employment' to establish the level of service ceiling. The 2012 Study forecast a greater proportion of non-residential growth than that of the historical mix of development and thus using this approach provided a level of service ceiling that aligned more closely with future development.

Presented in Table 5-1 is a comparison of the level of service ceiling calculations from the 2012 Study, excluding Library and Recreation and Parks services, that would have been calculated using the population methodology vs. 'population and employment' methodology. Using the 'population and employment' method yields a greater level of service ceiling for all services, most significantly for roads and related services, due to employment growth expected between 2021-2031. The total level of service ceiling increased by more than $117 million using the 'population and employment' method as compared to the population method.

Table 5-1
Town of Halton Hills 2012 D.C. Study
Level of Service Ceiling Comparison

	Level of Service Ceiling ($)	
	Population	Population & Employment
10-Year Services		
Fire	1,907,000	2,189,000
Public Works	2,373,000	2,723,000
Parking	951,000	1,092,000
20-Year Services		
Roads and Related	132,494,000	248,951,000
Total	137,725,000	254,955,000

5.3 2017 D.C. Background Study Recommendations

It is recommended that the 2017 Study employ an approach that aligns the calculation of the level of service cap with the mix of future development that is anticipated in the respective service areas. As such the level of service cap for Transportation Services, Fire Protection Services and Municipal Parking Services will utilize the population and employment methodology. Parks and Recreation Services and Library Services level of service cap will be calculated based on the population methodology. Level of service calculations are not required for Stormwater Management Services and Administration Services.

Furthermore, it is also recommended that when allocating potential D.C. recoverable costs to residential and non-residential development that a nominal 5% non-residential allocation is made for services which primarily benefit residential development (Parks and Recreation Services and Library Services) to acknowledge that there is some benefit conferred to non-residential development from these services.

6. Uncommitted Excess Capacity

6.1 Development Charges Act Requirements

The D.C.A. requires that a deduction be provided where the increase in the need for service attributable to the anticipated development can be met using the municipality's excess capacity, other than excess capacity which is "committed". Committed is defined to mean where Council has indicated a clear intention that it would be paid for by D.C.s or other similar charges, before or at the time it was created.

6.2 Town of Halton Hills Current Practices

In the Town's 2012 Study, where uncommitted excess capacity existed and was available to service new development, deductions to the level of service ceiling (Appendix B and C) were made in this regard. It was determined in the Town's 2012 Study uncommitted excess capacity did not exist for the services considered.

6.3 2017 D.C. Background Study Recommendations

It is recommended that deductions of excess capacity from the increase in the need for service should occur as part of the conceptual planning and feasibility study work associated with justifying and sizing any new facility or growth related project. For example, if a road widening to accommodate increased traffic is not required because sufficient excess capacity is already available on that road, then widening would not be included as an increase in need in the fist place.

However, should there be a requirement to proceed with a growth related capital need where uncommitted excess capacity exists to service new development in part or in whole, it is recommended that an appropriate deduction is made from the potential D.C. recoverable costs to be included in the calculation of the charge.

The potential availability of uncommitted excess capacity, will be discussed with Town staff in subsequent meetings. This will be done in consideration of the Town's service level policies, needs assessments, and through other means.

7. Post Period Capacity

7.1 Development Charges Act Requirements

Post period capacity is a term which is not specifically referenced in the D.C.A. It refers to the cost of oversized servicing capacity which is not required by development anticipated over the municipality's planning period, which will clearly benefit development in a subsequent planning period and should, in some cases, be funded by such subsequent development. This requirement is implicit in s.s.5(1)2 of the D.C.A., which requires the charge to be based on the increase in the need for service attributable to the anticipated development.

7.2 Town of Halton Hills Current Practices

The Town's 2012 Study identified various capital needs for which there would be a benefit to development outside the respective planning period, or a future service level increase. It was stated that these allocations would be considered further as part of future D.C. studies. In the 2012 Study post period benefit deductions were applied to Library, Fire, Recreation and Parks, Public Works, and General Government services. Post period benefit allocations totaled $59.89 million and are detailed in Table 7-1 below.

Table 7-1
Town of Halton Hills 2012 D.C. Background Study Post Period Benefit

Service	Gross Capital Costs ($ millions)	Post Period Benefit ($ millions)
Library		
Building, Land & Furnishings	11.30	1.73
Acton Branch Debenture	0.73	0.66
Material Acquistions	0.87	0.55
Library Total	12.90	2.94
Fire		
Building, Land & Furnishings	2.30	2.30
District 3 Debenture	2.58	0.44
Equipment	0.12	0.02
Vehicles	1.25	1.25
Fire Total	6.25	4.01
Recreation and Parks		
Indoor Recreation	54.78	32.46
Outdoor Recreation	23.96	15.47
Recreation and Parks Total	78.74	47.93
Public Works		
Buildings, Land & Equipment	6.09	2.71
Fleet & Equipment	1.12	0.80
Public Works Total	7.21	3.51
General Government		
Planning, Development & Sustainability Studies	3.49	1.50
Recreation & Parks Studies	0.33	-
Infrstfucture Services Studies	0.05	-
Library Studies	0.11	-
Economic Development Studies	0.05	-
General Government Total	4.03	1.50
Total Post Period Benefit		59.89

7.3 2017 D.C. Background Study Recommendations

In the Town's 2017 Study, post period deductions will continue to be applied where explicit oversizing has been provided for development outside the planning period. Post period benefit determined as part of the 2012 Study will be considered for inclusion in the 2017 Study to the extent that the development requiring the need for service is included in the forecast planning period. To the extent post period deductions are included in the 2017 Study, Council will be asked to authorize that such oversizing should be included for recovery in subsequent D.C. by-laws.

8. Benefit to Existing Development Deductions

8.1 Development Charges Act Requirements

s.s.5(1)6 of the D.C.A. requires a deduction to reflect the extent to which an increase in service would benefit existing development ("B.T.E."). No Regulations have been enacted to date as guidelines. The B.T.E. deduction is related to the historic level of service cap, however further consideration is required. Where existing development has an adequate service level which will not be tangibly increased by an increase in service, no benefit would appear to be involved. On the other hand, where a clear existing service problem is to be remedied, a deduction should be made accordingly.

Between these two poles are the situations where an existing service pattern is to be realigned by the provision of new infrastructure, e.g. where the improvement of a road draws a blend of existing and development-related traffic. Consideration is required in these cases as to whether a deduction for the benefit to existing development is applicable

8.2 Town of Halton Hills Current Practices

The 2012 Study employed a variety of conventions in determining appropriate B.T.E. deductions. Common approaches utilized include B.T.E. shares based on replacement of existing facility gross floor area (G.F.A.), fixed deductions for administrative studies, and set B.T.E. ranges for roads and related infrastructure upgrades (sidewalks, streetlights, intersection improvements, etc.). Where the 2012 Study provides the necessary background information to determine the source of benefit to existing development (B.T.E.) deductions that have been made, these deductions are summarized below:

Services	B.T.E. Deductions
Library	
Facility	Replacement of existing facility GFA
Fire Department	
Equipment	Approved Capital Budget Funding
Recreation and Parks	
Facility	Replacement of existing facility GFA
Public Works	

Facility	Replacement of existing facility GFA
Services	**B.T.E. Deductions**
Parking	
Parking Lots – Main/Church Street	Sale of land
Parking Lots – Edith Street	Unknown
General Government	
Planning, Development & Sustainability Studies	
Secondary Plans, Community Improvement Plans	85% to 90% BTE
Official Plan	80% BTE
Zoning By-Law Update	50% BTE
Enterprise Information Management	67% BTE
Stewarttown Planning Study	20% BTE
Recreation and Parks	50% BTE
Infrastructure Services Studies	90% BTE
Library Studies	50% BTE
Economic Development Studies	50% BTE
Roads and Related	
New Road Construction	0% BTE
Road Upgrades	Various - Costs to be incurred in the absence of growth (i.e. one road resurfacing)
TMP and Growth Related Studies	0% BTE
Sidewalks	0% to 20% BTE
Traffic Signals	20% BTE
Streetlighting	0% to 59% BTE
Signage	0% BTE
Intersection Improvement	10% to 15% BTE
Other	59% BTE (Works to benefit existing and new development proportionally)
Bicycling Infrastructure	59% BTE (Works to benefit existing and new development proportionally)
Roadway Upgrades	78% BTE
Stormwater Management	
Various Projects	59% BTE (Works to benefit existing and new development proportionally)

8.3 2017 D.C. Background Study Recommendations

It is recommended that B.T.E. deductions be considered on a project-by-project basis to assess service level improvements (e.g. improved access or response times), improvements located in a mature area where significant growth is not expected, functional life increases in existing infrastructure and replacement of existing service capacity. Moreover, B.T.E. deductions are not provided for financing costs related to growth-related capital as these costs are incurred beyond the level of service needs for the incremental development.

Typical approaches for determining B.T.E. shares, utilized in the 2012 Study may continue to be used, however it may be recommended that specific deductions be adjusted to better align with the underlying needs assessments and/or approaches that have been used and tested by Watson.

Approaches for determining B.T.E. shares for road upgrades typically vary between municipalities and can depend on a number of factors including the historical approach used and background information available (e.g., project specific costs, forecast trip generations, etc.) It is recommended that the approach for determining B.T.E. shares for road upgrades be discussed with Town staff in light of other options and recent trends.

9. 10% Statutory Deduction

9.1 Development Charges Act Requirements

Under the D.C.A., the capital costs identified to address the increase in need for services must be reduced by 10% in the case of soft services (i.e. any service other than water, wastewater, stormwater drainage and control, highways, police, fire protection, transit, and the Toronto-York subway extension).

9.2 Town of Halton Hills and Region of Halton Current Practices

9.2.1 Town of Halton Hills 2012 D.C. Background Study

In the Town's 2012 Study, the Town has made the 10% deduction for all soft services. The 2012 Study identified public works separately from roads and related services yet still considered public works to be included within services related to a highway and thus did not apply the 10% deduction.

The 2012 Study allocated future D.C. studies to both the general government service and the roads and related service. The upside of doing so was that the 10% statutory deduction was not applied to the portion of future D.C. studies included in the roads and related service.

9.2.2 Region of Halton 2017 D.C. Background Study

The Region's 2017 Study also made distinction of separating public works facilities from the roads services and including them within a broader facilities service category. As such, public works facilities were included within the services for which the 10% deduction was applied.

9.3 2017 D.C. Background Study Recommendations

It is recommended that the Town apply the 10% statutory deduction for all soft services in the 2017 Study. Capital costs included under Transportation Services, including public works (as per the definition) in section 3.3 above will not be reduced by the 10% statutory deduction. Moreover, to the extent fleet is shared between Transportation Services and Parks and Recreation Services a 5% deduction will be provided. Furthermore, it is recommended that capital needs for future D.C. studies be included wholly under Administration Services, applying the statutory 10% deduction.

10. Grants, Subsidies and Other Contributions

10.1 Development Charges Act Requirements

Subsection 5(1)7 of the D.C.A. requires that "the capital costs" must be reduced, to adjust for capital grants, subsidies and other contributions made (or anticipated by Council to be made), in respect of the capital costs. Section 6 of O.Reg. 82/98 requires that the contribution be shared between existing and new development (based on the B.T.E. deduction) unless the party making it expressed a clear intention otherwise.

10.2 Town of Halton Hills Current Practices

The Town's 2012 Study identified $2 million is deductions for grants/subsidies that the Town would receive towards growth related indoor recreation projects (i.e. fundraising and capital contributions for the new twin pad arena) and $225,000 in grants/subsidies for roads and related capital projects (CN rail crossing subsidy).

10.3 2017 D.C. Background Study Recommendations

Gas Tax revenues are typically used to fund non-growth-related works or the non-growth share of D.C. projects, given that the contribution is not being made in respect of particular growth-related capital projects. As such, the practice will be continued of only making deductions for the growth-related share of the capital project cost where specific grants or contributions are anticipated. Specific project grants/subsidies will be determined in discussion with Town staff and consultation of the Town's 2017 Budget and Forecast.

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11. Development Charge Reserve Fund Draws, Deductions, and Adjustments

11.1 Development Charges Act Requirements

The D.C.A. and Regulations contain a number of provisions relating to D.C. reserve funds, including sections 33-36 and 43. These deal with public reporting requirements and the use of D.C.s (i.e. only for capital costs determined as part of calculating the D.C.). s.s.5(1) which sets out the D.C. calculation procedure does not mention D.C. reserve funds specifically. Subsection 5(6)3 is indirectly relevant to D.C. reserve funds, in that it states that if a D.C. by-law provides for a type of development to have a lower D.C. than is allowed (e.g. via (voluntary) exemption or phase-in) any resulting shortfall cannot be made up via higher D.C.s for other development. Over time, if the municipality funds the full D.C. recoverable cost from D.C. reserve funds and ignores this "exemption funding gap" then, in effect, it is acting so as to recover those costs from non-exempt development."

11.2 Town of Halton Hills Current Practices

In the Town's 2012 Study, existing and committed D.C. reserve fund balances were deducted from the net growth-related costs for all services.

11.3 2017 D.C. Background Study Recommendations

It is recommended that the Town will continue to apply existing reserve fund balances against future net growth related costs for all services.

The 2017 Study should include a policy for funding statutory and non-statutory exemptions for non-D.C. sources.

12. Area-Specific vs. Uniform Charges

12.1 Development Charges Act Requirements

There are four basic choices to be addressed when considering the geographic application of a D.C.:

1. the entire municipality for all services (which is the most commonly-used approach);
2. part of the municipality for all services; balance of the municipality is exempt (because it is outside the service's coverage area or can be served at little or no incremental cost);
3. different by-laws and charges in different municipal service areas (in order to recognize distinctly different servicing cost situations); and
4. a uniform municipal-wide charge with separate charge covering additional area-specific services (e.g. the coverage area for specific works).

The D.C.A. may prescribe services for which a D.C. by-law must apply on an area-specific basis. For prescribed services, Council shall pass different D.C. by-laws for different parts of the municipality, and shall be identified in accordance with the prescribed criteria. However, for services that are not prescribed under subsection 2(9) of the D.C.A., the background study must give consideration of the use of more than one D.C. by-law to reflect different needs for services in different areas.

12.2 Town of Halton Hills Current Practices

The Town's 2012 Study proposed a uniform approach to the calculation of D.C.s for all services.

12.3 2017 D.C. Background Study Recommendations

Although it is likely that the majority of growth related capital needs will continue to be recovered through a uniform Town-wide D.C., it is recommended that area-specific charges are considered for areas of intense development (e.g. Georgetown) where capital needs support a differentiated charge based on significant differences in servicing costs or service levels. These considerations will be undertaken with Town staff re capital needs assessments.

Moreover, consideration of area-specific charges may be considered through the implementation policy considerations (i.e. exemption policies).

13. Types of Development

13.1 Development Charges Act Requirements

The D.C.A. permits municipalities to determine the types of development for which they wish to impose a charge. However, s.s.5(6)2 states that where a type of development is identified, the rules must not provide for it to pay D.C.s that exceed the capital costs that arise from the increase in the need for services attributable to that type of development. This means, in effect, that the increase in the need for service should be distinguishable by type of development, based on average occupancy, trip generation, or other relevant indicators.

13.2 Town of Halton Hills and Region of Halton Current Practices

13.2.1 Town of Halton Hills 2012 D.C. Background Study

Residential D.C.s are calculated and imposed for three dwelling types based on average PPU assumptions for each of the following categories: Singles and Semi-detached; Multiples; and Apartments. Previously the Town had calculated residential D.C.s for a more differentiated set of dwelling types. However, dwelling types used in the 2012 Study were adapted to align with the Region's D.C. study at that time.

Non-residential development forecasts included industrial, commercial and institutional development. In the 2012 D.C. By-Law non-residential charges were imposed per square metre of gross floor area for two non-residential development types: industrial and non-industrial (commercial and institutional), subject to exemptions.

13.2.2 Region of Halton 2017 D.C. Background Study

The Region's 2017 D.C. Background Study and draft by-law proposes to impose residential D.C.s for five dwelling types, where multiple dwellings are separated by three or more and less than three bedrooms and apartment dwellings are separated by two or more and less than two bedrooms. For non-residential development, the Region's 2017 D.C. Background Study continues to differentiate charges between by retail and non-retail uses.

13.3 2017 D.C. Background Study Recommendations

It is recommended that the Town consider disaggregating residential dwelling types to align with the dwelling types proposed in the Region's 2017 Study draft by-law. The five residential dwelling types to impose D.C.s would include:

- Singles & Semis
- Multiples (three plus bedrooms)
- Multiples (less than three bedrooms)
- Apartments (two plus bedrooms)
- Apartments (less than two bedrooms

At the D.C. Steering Committee Meeting of December 14, 2016 it was determined that the non-residential development charge would continue to be calculated on a uniform basis, and that the Town's current policy for disaggregation of industrial & non-industrial charges would be considered as part of the implementation process.

14. Cash Flow vs. Quantum Approach

14.1 Development Charges Act Requirements

Subsection 5(3)7 of the D.C.A. states that the capital costs that can be included as part of the D.C. calculation can include interest on money borrowed to pay for the various capital costs. In addition to accounting for financing costs related to past D.C. projects, the cash flow approach further seeks assess the sufficiency of the D.C. reserve funds by identifying potential financing costs related to forecast timing of D.C. expenditures and revenues within the respective forecast periods.

14.1 Town of Halton Hills Current Practices

The Town's 2012 Study accounts for principal repayments related to past D.C. project financing within the forecast capital needs, while the financing costs are included within cash flow analysis contributing to the calculation of the anticipate net financing requirements. The cash flow analysis uses a 2% annual rate of inflation for D.C. rates and anticipated capital expenditures. Furthermore, the analysis uses a 2% differential between the annual interest rate charged on positive reserve fund balances (3.5%) and negative reserve fund balances (5.5%). To account for the uncertain timing of expenditures and revenues within any given year, in-year transactions are assumed to occur mid-year.

14.3 2017 D.C. Background Study Recommendations

It is the Town's preference to continue using a cash-flow approach to determine the final calculation of the D.C.s to be imposed. Watson will review historic D.C. indexing and the Town's short-term and long-term borrowing/investment income interest rates with Town Finance staff to determine appropriate cash flow calculation assumptions.

Appendix H – Implementation Policy Review

Town of Halton Hills
2017 Development Charge Background Study

Implementation Policy Review

June 9, 2017

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Planning for growth

Contents

1. Introduction

This paper has been prepared as part of the process of making decisions regarding implementation policies for the Town of Halton Hills (Town) 2017 Development Charges (D.C.) By-law. This paper reviews the Town's current D.C. by-law policies, highlighting areas for further consideration by the Steering Committee and Council through the process.

This document, as well as the Methodology Policy Review document, will be included in the Town's 2017 D.C. Background Study (2017 D.C.B.S.).

The following chapters of this paper addresses the following implementation policy issues:

- Financing Cost Impacts;
- Non-Residential Charge Structure;
- Non-Statutory Development Charge Exemptions;
- Redevelopment Credits;
- Indexing;
- Collection Timing and Deferral Agreements;
- Transition Policies;
- Reserve Fund Reporting; and
- Area Specific vs. Uniform Charges

This document was initially presented to the Town's D.C. Steering Committee on April 26, 2017 and has been subsequently updated where required.

2. Financing Cost Impacts

2.1 Development Charges Act Requirements

Subsection 5(3)7 of the *Development Charges Act, 1997,* as amended (D.C.A.) states that the capital costs included as part of the D.C. calculation may include interest on money borrowed to pay for the various capital projects.

2.2 Town of Halton Hills Current Practices

The Town's 2012 D.C. Background Study (2012 D.C.B.S.) identified financing costs by way of undertaking a cash flow analysis for all services. This approach calculates the estimated financing costs related to the increase in needs for services (i.e. principal costs), relative to the timing of the capital expenditures and accumulation of development charge revenues.

2.3 2017 D.C. Background Study Recommendations and Impacts

The cash flow calculation methodology has been maintained in the 2017 D.C.B.S. A cash flow analysis has been prepared for the April 26, 2017 draft findings. The analysis considers the financing cost implications of the growth-related capital program for all services. The cash flow analysis assumes annual capital cost indexing at 2% annually, based on the 5-year average annual rate of indexing witnessed in the Statistics Canada Construction Price Statistics Index (i.e. the index underlying D.C.s). An annual reserve fund interest rate of 3.7% annually was assumed for calculating interest income and borrowing costs, based on the Town's 2011-2016 average interest rate charged on interim financing. Furthermore, the cash flow analysis models outstanding debenture and internal interim financing from between D.C. reserve funds.

Based on the cash flow analysis, the anticipated timing of capital needs is generally occurring in advance of development, creating upward pressure on D.C.s. Overall, forecast D.C. revenues (net of financing costs) will be insufficient to fund the growth-related capital needs, necessitating the requirements for interim financing (internal or external). Draft D.C. findings calculate the financing cost impacts at $807 (+6%) per single/semi-detached residential unit.

3. Non-Residential Charge Structure

3.1 Development Charges Act Requirements

The D.C.A. permits municipalities to determine the types of development for which they wish to impose a charge. However, s.s.5(6)2 states that where a type of development is identified, the rules must not provide for it to pay D.C.s that exceed the capital costs that arise from the increase in the need for services attributable to that type of development. This means, in effect, that the increase in the need for service should be distinguishable by type of development, based on average occupancy, trip generation, or other relevant indicators.

3.2 Town of Halton Hills and Region of Halton Current Practices

3.2.1 Town of Halton Hills 2012 D.C. Background Study

The Town's 2012 D.C.B.S. forecast non-residential development for industrial, commercial and institutional types. In the 2012 D.C. By-Law non-residential charges were imposed per square metre of gross floor area for two non-residential development types: industrial and non-industrial (i.e. commercial and institutional). The charges by service were imposed on a uniform basis for all services, with the exception of Roads and Related Services. For Roads and Related Services the D.C. eligible capital costs were allocated between residential and non-residential development based on the relationship of forecast population to employment. For the non-residential cost share, these costs were further allocated between the industrial and non-industrial development types based on the average number of road trips generated by traffic to and from industrial and non-industrial businesses. As a result the imposed Roads and Related D.C. for non-industrial development types was 3.9x higher than for industrial developments.

3.2.2 Region of Halton 2017 D.C. Background Study

The Region's 2017 D.C. Background Study and draft by-law proposes to impose non-residential development, on a differentiated basis between by retail and non-retail uses. Similar to the Town's 2012 D.C.B.S., the Region's calculation methodology allocates a higher share of the Roads Service costs to retail development types compared to non-retail development types. In the Region's proposed 2017 D.C. By-Law the Roads Service D.C. is approximately 5.1x higher for retail development types than non-retail developments.

3.3 2017 D.C. Background Study D.C. Impact

Three non-residential charge structures have been assessed to determine the potential impact on D.C.s by non-residential development type.

1. Maintain the Town's 2012 D.C. Background Study approach with uniform charges for all services, excluding Transportation Services. Differentiate the Transportation Services D.C. for industrial and non-industrial development types based on maintaining the underlying industrial/non-industrial trip characteristics from the 2012 D.C.B.S.;

2. Impose differentiated non-residential D.C.s (industrial and non-industrial) for all services other than Transportation (maintain trip characteristics above), except Parks and Recreation Services and Library Services which are allocated a nominal share (i.e. 5%) of D.C. eligible costs. The basis for the allocation between industrial and non-industrial development types is the share of employment over the forecast period

2-A. Impose differentiated non-residential D.C.s (industrial and non-industrial) for all services, except Parks and Recreation Services and Library Services which are allocated a nominal share (i.e. 5%) of D.C. eligible costs. The basis for the allocation between industrial and non-industrial development types is the share of employment over the forecast period. When applied to the lower density of industrial land development relative to non-industrial development types, this produces a lower industrial D.C. for all services; and

3. Impose uniform non-residential D.C.s for all services.

Industrial Definition

In relation to the non-residential D.C. structure, the definitions for industrial should be examined to ensure that development within in the Town will be charged at the appropriate rate. More specifically, the Town has indicated that the definition for industrial should be clearly defined, such that commercial self-storage facilities are not considered industrial development.

In this regard, we have provided the definition for industrial within the Town's current D.C. By-Law and that included in the Region's proposed 2017 D.C. By-Law. Based on the information provided the Region's definition is similar to the Town's but more clearly defines that industrial does not include "self-storage facilities or retail warehouses". It is

recommended that the Town's definition of industrial be modified accordingly to exclude self-storage and retail warehouse facilities for the industrial definition.

Town of Halton Hills By-Law No. 2012-0056

s.1(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.

Region of Halton Proposed D.C. By-Law

s.1(x) "industrial" means non-retail uses where the land or buildings, or portions thereof are intended or designed for manufacturing, producing, processing, storing or distribution of something, including research or development in connection with manufacturing, producing or processing something, and the retail sale by a manufacturer, producer or processor of something that they have manufactured, produced or processed, if the retail sales are at the site where the manufacturing, production or processing takes place, as well as office space that is ancillary to the producing, processing, storing or distribution of something at the site, but shall not include self-storage facilities or retail warehouses (underlying added for emphasis);

Moreover, the Town may want to include additional definitions for specific non-residential development types. For example, it has been identified that a definition for "commercial storage units" should be included and that these developments should be charged the non-industrial D.C. rate.

4. Non-Statutory Development Charge Exemptions

4.1 Development Charges Act Requirements

The D.C.A. provides for a number of statutory D.C. exemptions, as noted below.

- Where the only effect of the municipal approval action is to permit the enlargement of an existing dwelling unit (s.s.2(3)(a));
- Where the only effect of the municipal approval action is to permit the creation of up to two additional dwelling units, as prescribed (s.s.2(3)(b) and s.2 of O.Reg. 82/98);
- Where the only effect of the municipal approval action is to permit the creation of a second dwelling unit, subject to the prescribed restrictions, in prescribed classes of proposed new residential buildings. (s.s.2(3)(c) and s.2 of O.Reg. 82/98);
- Land owned by and used for purposes of a municipality or a school board under the Education Act, by reason only that it is exempt from taxation under the *Assessment Act* s.3);
- The amount of the D.C. otherwise payable where the gross floor area of an existing industrial building is enlarged by 50% or less (s.4)3.2\

Based on legal precedents, D.C.s are generally not collectable under the D.C.A. in the case of federal, provincial, crown corporation and, in some cases, college and university development.

Rules must be developed to determine if a D.C. is payable in any particular case and these rules may provide for full or partial exemptions for types of development (s.s.5(1)9 & 10). A D.C. by-law must set out an express statement indicating how, if at all, the rules provide for exemptions (s.6, para. 1).

A municipality may also provide a form of partial D.C. exemption by phasing in an increased charge or by discounting the amount of the charge on particular types of development (s.s.5(1)10).

The D.C.A. states that, “If the development charge by-law will exempt a type of development, phase in a development charge or otherwise provide for a type of development to have a lower development charge than is allowed, the rules for

determining development charges may not provide for any resulting shortfall to be made up through higher development charges for other development" (s.s.5(6)3).

In this regard, it is important to note that some development may pay a lower D.C. than similar development located elsewhere. This does not reflect a discount or partial exemption. It is the result of making an area-specific or service-specific calculation.

4.2 Town of Halton Hills Current Practices

The Town's 2012 D.C. By-Law includes the following non-statutory exemptions

1. 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;
2. A Public Hospital;
3. A non-residential building in connection with an Agriculture use including "farm help quarters" for farming operation workers and farm storage structures;
4. Charities, non-profit, and non-for-for-profit organizations may apply to Council to see relief from D.C.s if the meet the following criteria:
    i. the Building must be used for the exclusive or intended use of the organization;
    ii. the organization must have a valid registration number;
    iii. the organization must have been in existence for a period of at least three (3) years immediately prior to the application;
    iv. 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
    v. the use of the Building must be directly related to the core business or purpose of the organization.
5. Development Charges are not payable in respect of a Temporary Residential Unit or Temporary Non-Residential Unit where the Owner signs an undertaking under seal to remove the structure within three (3) years after the date of issuance of the building permit.
6. 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.

7. Where the redevelopment involves a conversion from a non-residential, non-retail development to a retail development, the incremental D.C. amount prescribed by clause 9(2)(b) (conversion credits) will be exempt if the non-retail total floor area being converted to a retail development is less than or equal to three thousand sq.ft.

4.3 2017 D.C. Background Study Recommendations

The non-statutory exemptions that are granted through the Town's current D.C. by-law are fairly typical across municipalities in Ontario with the exception of the full exemption for expansions to existing industrial buildings in operation for more than 5 years, and the small retail conversion exemption. However, industrial exemptions policies are used to incentivize industrial development.

Agricultural exemptions are widely granted, in part to reflect the relatively low demand for municipal service increases and, in part, to remove costs from agricultural producers which may serve to discourage their operation.

The places of worship exemptions reflect the largely off-peak hour usage of the facilities, in order not to discourage such activities.

As such, it is proposed that these exemptions be maintained and reviewed by Council to ensure that they are consistent with the Town's current policies. Furthermore, Council should also understand that any statutory or non-statutory exemptions that are granted over the course of the by-law should be funded from a non-D.C. sources and that there is a financial impact to the Town of doing so.

Existing Industrial Definition

It is recommended that further examination is given to the definition of "existing industrial" in the Town's 2017 D.C. By-Law as this can have a direct impact on the application of statutory industrial expansion exemption. In the Town's current D.C. by-law "existing" is not defined. Recent decisions by the OMB indicate that each municipality may address when a building is considered to "existing" in their D.C. by-laws. As such, it is becoming increasingly common for existing industrial buildings to be defined. Examples are provided below whereby the buildings existing status has been tied to property taxation and site expansion history.

It is our recommendation that the Town adopt a policy that defines when a building is considered existing, to clarify the application of industrial and residential statutory and non-statutory exemptions for expansions and additional units.

Region of Halton Proposed D.C. By-Law

s.23(2) THAT for the purpose of interpreting the definition of “existing industrial building” contained in the Regulation, regard shall be had to the classification of the lands in question pursuant to the Assessment Act, R.S.O. 1990, c. A.31 as amended or successor legislation and in particular:

(a) whether the lands fall within a tax class such that taxes on the lands are payable at the industrial tax rate; and
(b) whether more than fifty percent (50%) of the total floor area of the building has an industrial property code for assessment purposes.

Town of Milton By-Law 053-2016

s.19. The exemption for an existing industrial building provided by this section shall be applied up to a maximum of 50 percent 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 Town made pursuant to the Act or its predecessor legislation. Development charges shall be imposed in accordance with Schedule B with respect to the amount of floor area of an enlargement that results in the total floor area of the industrial building being increased by greater than 50 percent of the total floor area of the existing industrial building.

It is further recommended that if the Town wishes to maintain it’s retail redevelopment conversion exemption in the 2017 D.C. By-Law that “retail” and “non-retail” are defined in the by-law to mitigate potential by-law interpretation issues.

5. Redevelopment Credits

5.1 Development Charges Act Requirements

While not a specific requirement of the D.C.A., most municipalities include provisions in their D.C. by-laws that provide a credit or a reduction in development charges payable if the subject development involves the conversion of existing floor space from one use to another, or if an existing building on site is being demolished and replaced. This practice is intended to recognize that existing servicing capacity is freed up when existing development is demolished or converted and that it is appropriate to net the D.C. value of that released capacity against the charge to be imposed on the replacement development.

5.2 Town of Halton Hills Current Practices

The Town's current by-law provides D.C. credits where as a result of the redevelopment of land, a building or structure existing on land was, or is to be, demolished in whole or in part. A credit will only be issued where a building permit has been issued for redevelopment within five years of the demolition permit.

D.C. credits are also provided where the redevelopment of land, a building or structure existing on the lands was or is to be converted form one principal use to another principal use on the same land.

These credits do not apply if the land being redeveloped would have been exempt from payment of development charges under the by-law.

5.3 2017 D.C. Background Study Recommendations

As indicated above, most municipalities provide some form of redevelopment credit. Typically, the credit is calculated by multiplying the number of residential units and or the number of sq.ft. of non-residential GFA that is being demolished or converted, by the applicable development charge rate for the use that is being demolished or converted. This credit is then applied against the development charges that are payable for the new development. If, after applying the credit, the net charge is less than zero, no refund is issued and the remaining balance cannot be transferred to another location or development. Further, if the use being demolished or converted falls into a category of development that is exempt from the payment of development charges under the municipality's current by-law then no credit would be applicable.

In most cases, the by-law will provide for a time limit between the point of demolition of an existing building and the issuance of a building permit for a new building. That period, as is the case in the Town's by-law is generally 5 years, after which no credit is applicable. A number of municipalities include a provision that, in order to receive a credit, the building being demolished or converted must have been habitable within the period.

Many municipalities also place the onus on the applicant to provide satisfactory evidence that a building was demolished and replaced within the required time period and that it was habitable prior to demolition.

Based on the foregoing no changes are recommended to the Town's current redevelopment credit policy.

6. Indexing

6.1 Development Charges Act Requirements

s.s 5.1.10 of the D.C.A. allows for the indexing of charges in a D.C. by-law. Section 7 of O.Reg 82/98 prescribes the use of the Statistics Canada Quarterly, Construction Price Statistics, Catalogue Number 62-007 for this purpose.

6.2 Town of Halton Hills Current Practices

The Town's current D.C. By-Law provides for mandatory annual indexing of the charge on April 1st, in accordance with the most recent twelve-month change in Statistics Canada Quarterly, "Construction Price Index". This practice is consistent with the Region of Halton and area municipalities.

6.3 2017 D.C. Background Study Recommendations

Development charge by-laws in most municipalities in Ontario provide for annual indexing, with a minority of municipalities indexing semi-annually. Further, in most municipal by-laws the indexing provision is mandatory (i.e. "shall index") rather than discretionary (i.e. "may index").

Based on the foregoing no changes are recommended to the Town's current indexing policy.

7. Collection Timing and Deferral Agreements

7.1 Development Charges Act Requirements

Sections 26 to 28 of the D.C.A. set out provisions related to the timing for collection development charges. There are several options available to municipalities, including:

- D.C.s may be payable at the time of building permit issuance (s.s26(1));
- A D.C. by-law may provide for payment at the time of executing a Subdivision or Consent agreement for road, water, waste water and storm services (s.s.26(2));
- The municipality may enter into an agreement with a developer for a different payment date (s.s.27(1)).

s.28 states that a municipality is not required to issue a building permit unless the D.C. has been paid.

7.2 Town of Halton Hills Current Practices

Most municipalities, including the Town of Halton Hills, collect D.C.s at building permit stage and include provisions in their by-law that would allow for an agreement with a developer for an earlier or later payment date.

A number of municipalities enter into deferral agreements for certain types of development such as non-residential and high density. The Town currently has a non-residential D.C. deferral policy to allow for the deferral of D.C.s for up to ten years. To be eligible, the following criteria must be met:

- The development meets the definition of “non-residential” under the D.C. By-law;
- The industrial development does not exceed 50,000 sq.ft. in total floor area as defined in the by-law; and
- The non-industrial development does not exceed 25,000 sq.ft. in total floor area as defined in the by-law.

Any application request that does not meet the eligibility criteria must be submitted to Council for consideration. Payments are to be amortized over a period not to exceed ten years and will include interest costs. Furthermore, the agreement will require the provisions of securities in the form of an irrevocable letter of credit or by registering the agreement as a lien on title.

7.3 2017 D.C. Background Study Recommendations

There are municipalities that collect some or all road, sewer and/or water development charges earlier, such as at the time of executing a subdivision agreement (e.g. Halton Region, York and Durham). For example, developers of residential subdivisions in Halton Region must pay the water service, wastewater service, and road service components at the execution of the residential subdivision agreement. The charge is calculated based upon the proposed number and type of dwelling units; with respect to blocks intended for future development, the charge is based on the maximum number of units permitted under the then applicable zoning.

The average elapsed time between subdivision agreement and building permit issuance is one to two years. Collection at subdivision agreement stage provides a small but tangible source of financing. However, this may introduce challenges for developers, particularly in the case of non-residential and high density development and smaller subdivisions. For that reason, it may not be sound practice in all circumstances.

With respect to the Town's non-residential D.C. deferral policy, similar policies are in place in in Halton Region and other area-municipalities.

No changes are currently recommended to the Town's collection or non-residential D.C. deferral policies.

8. Transition Policies

8.1 Development Charges Act Requirements

As noted in section 4.1 herein, a municipality may phase-in an increased charge as a means of implementing a D.C. However, if these charges are phased in any resulting shortfall cannot be made up through higher development charges for other development.

Transitional provisions are generally used in municipalities where charges are being increased during times of poor economic performance to further the local economy. Moreover, where charges are increasing significantly, charges may be phased in over a shorter time period in order to provide the development industry with time to move existing developments forward under the unadjusted charge and/or to adjust pricing, financing and other variables.

8.2 Region of Halton 2017 D.C. Background Study

The Region's 2017 D.C.B.S. proposes that the new D.C. By-Law would be passed on June 14, 2017 but that the new charges would not come into effect until September 1, 2017, allowing for a transitional period prior to the expiration of the current Region D.C. By-Law.

8.3 2017 D.C. Background Study Recommendations

A comparison of the Town's current D.C.s and 2017 D.C. draft calculations is presented in the comparisons attached.

Based on the draft D.C.s, the charge per single detached residential unit would increase by $1,171 (+8%) and the non-residential D.C. (based on option 2-A in section 3.3) would decrease by $2.19/sq.m. (-11%) for industrial development and increase by $8.85/sq.m. (+19%) for non-industrial development. If the Town elected to phase in these increases over multiple years, the revenue loss would be in addition to that foregone under the Town's exemption policy.

If the Town's desires to provide the development industry with additional time to adjust to the increased charges, two sample transition policies are presented below for consideration:

- A two-month grace period following the by-law passage before the new charges are in force; or
- The provision that complete building permit applications received prior to by-law passage and issued within three or four months thereof, are subject to the current schedule of charges.

The Town's 2017 D.C. By-Law will come into effect on September 1, 2017. The D.C.A. requires that the D.C.B.S. be made available on the municipality's website at least 60 days prior to passage of the by-law. With by-law passage anticipated for late August 2017, this would require the 2017 D.C.B.S. to be available no later than late June 2017. In addition to the statutory D.C. public meeting, expected to occur during the 60-day period, it is further anticipated that the Town would meet with the development industry directly. Given the level of consultation, no transition is being recommended at this time.

9. Reserve Fund Reporting

9.1 Development Charges Act Requirements

The D.C.A. and Regulations contain a number of provisions relating to D.C. reserve funds, including sections 33-36 and 43. s.43 of the D.C.A. prescribes the requirements for annual reporting of D.C. reserve funds to Council and the Minister of Municipal Affairs and Housing. O.Reg. 82/98, s.s. 12(2) further defines the contents of the annual treasurer's statement, including: description of the service, opening and closing balances, transactions, credit details, details on money borrowed, interested accumulated, and source and amount of repayment of borrowed funds.

9.2 Town of Halton Hills Current Practices

The Town currently produces annual statements of reserve funds D.C.s. These statements are provided to the Town Council.

9.3 2017 D.C. Background Study Recommendations

The Town's current reporting meets the requirements of the D.C.A. However, to provide for further transparency and clarity with respect to reserve fund reporting, a sample "Annual Treasurer's Statement of Development Charge Reserve Funds" has been included below for consideration.

Figure 1
Annual Treasurer's Statement of Development Charge Reserve Funds

Description	Services to which the Development Charge Relates (examples)								Total
	Non-Discounted Services				Discounted Services				
	Transportation	Fire Services	Transit Services	Stormwater Management	Parking Services	Recreation and Parks	Library Services	Administration	
Opening Balance, January 1, _____									-
Plus:									
Development Charge Collections									-
Contributions from Non-D.C. Sources[1]									
Accrued Interest									-
Repayment of Monies Borrowed from Fund and Associated Interest[2]									-
Sub-Total	-				-	-	-	-	-
Less:									
Amount Transferred to Capital (or Other) Funds[3]									-
Amounts Refunded									-
Amounts Loaned to Other D.C. Service Category for Interim Financing									-
Credits[4]									-
Sub-Total	-				-	-	-	-	-
Closing Balance, December 31, _____	-				-	-	-	-	-

[1] Source of funds contibuted to reserve fund to fund D.C. implementation policies (e.g. Phased-in charge and exemptions)

[2] Source of funds used to repay the D.C. reserve fund

[3] See Attachment 1 for details

[4] See Attachment 2 for details

The Municipality is compliant with s.s. 59.1 (1) of the *Development Charges Act* , whereby charges are not directly or indirectly imposed on development nor has a requirement to construct a service related to development been imposed, except as permitted by the *Development Charges Act* or another Act.

Attachment 1

Amount Transferred to Capital (or Other) Funds - Capital Fund Transactions

Capital Fund Transactions	Gross Capital Cost	DC Recoverable Cost Share					Non-DC Recoverable Cost Share				
		DC Forecast Period			Post DC Forecast Period						
		DC Reserve Fund Draw	DC Debt Financing	Grants, Subsidies Other Contributions	Post-Period Benefit/ Capacity Interim Financing	Grants, Subsidies Other Contributions	Other Reserve/Reserve Fund Draws	Tax Supported Operating Fund Contributions	Rate Supported Operating Fund Contributions	Debt Financing	Grants, Subsidies Other Contributions
Transportation											
Capital Cost A											
Capital Cost B											
Capital Cost C											
Sub-Total - Transportation	-	-	-	-	-	-	-	-	-	-	-
Fire Services											
Capital Cost D											
Capita Cost E											
Capital Cost F											
Sub-Total - Fire Services	-	-	-	-	-	-	-	-	-	-	-
Recreation and Parks											
Capital Cost G											
Capita Cost H											
Capital Cost I											
Sub-Total - Recreation and Parks	-	-	-	-	-	-	-	-	-	-	-

Amount Transferred to Operating (or Other) Funds - Operating Fund Transactions

Operating Fund Transactions	Annual Debt Repayment Amount	DC Reserve Fund Draw		Post DC Forecast Period			Non-DC Recoverable Cost Share		
		Principal	Interest	Principal	Interest	Source	Principal	Interest	Source
Transportation									
Capital Cost J									
Capita Cost K									
Capital Cost L									
Sub-Total - Transportation	-	-	-	-	-		-	-	
Fire Services									
Capital Cost M									
Capita Cost N									
Capital Cost O									
Sub-Total - Fire Services	-	-	-	-	-		-	-	
Recreation and Parks									
Capital Cost P									
Capita Cost Q									
Capital Cost R									
Sub-Total - Recreation and Parks	-	-	-	-	-		-	-	

Attachment 2

Statement of Credit Holder Transactions

Credit Holder	Applicable DC Reserve Fund	Credit Balance Outstanding Beginning of Year _____	Additional Credits Granted During Year	Credits Used by Holder During Year	Credit Balance Outstanding End of Year _____
Credit Holder A					
Credit Holder B					
Credit Holder C					
Credit Holder D					
Credit Holder E					
Credit Holder F					

10. Area-Specific vs. Uniform Charges

10.1 Development Charges Act Requirements

There are four basic choices to be addressed when considering the geographic application of a D.C.:

1. the entire municipality for all services (which is the most commonly-used approach);
2. part of the municipality for all services; balance of the municipality is exempt (because it is outside the service's coverage area or can be served at little or no incremental cost);
3. different by-laws and charges in different municipal service areas (in order to recognize distinctly different servicing cost situations); and
4. a uniform municipal-wide charge with separate charge covering additional area-specific services (e.g. the coverage area for specific works).

The D.C.A. may prescribe services for which a D.C. by-law must apply on an area-specific basis. For prescribed services, Council shall pass different D.C. by-laws for different parts of the municipality, and shall be identified in accordance with the prescribed criteria. However, for services that are not prescribed under subsection 2(9) of the D.C.A., the background study must give consideration of the use of more than one D.C. by-law to reflect different needs for services in different areas.

10.2 Town of Halton Hills Current Practices

The Town's 2012 Study proposed a uniform approach to the calculation of D.C.s for all services.

10.3 2017 D.C. Background Study Recommendations

Consideration has been given to the imposition of area-specific D.C.s in the Vision Georgetown Secondary Plan Area. Staff has identified that there are needs specific to this area relating to recreation and parks, and library services. Staff have identified that the needs associated with transportation services will be local service in nature and are not included in the forecast capital needs.

Gross capital costs for the needs associated with recreation and parks and library services within the Vision Georgetown Secondary Plan Area, total $39 million ($30 million for Recreation and Parks and $9 million for Library Services). Based on the

historical level of service provided per capita, there is sufficient room within the level of service cap to fund the growth-related portion of these costs ($13.5 million total). Conversely when assessing the growth-related capital needs for the remainder of the Town, the historical level of service cap restricts the total growth related costs that can be funded through D.C.s. The growth-related needs for recreation and parks and library are $38.6 ($35.7 million for recreation and parks and $2.9 million for library) compared with a historical level of service cap of $18.7 million ($16.3 million for recreation and parks and $2.0 million for library).

The impact of using an area-specific calculation for the Vision Georgetown Secondary Plan Area is shown below for residential single detached dwelling units (excluding financing costs) and compared to the uniformly calculated charge.

Table 10-1
Area-Specific Calculation Comparison
Residential (Single Detached) Comparison

Service	Uniform	Area-Specific (Vision Georgetown Secondary Plan Area)	Area-Specific (Outside Vision Georgetown Secondary Plan Area)
Recreation and Parks	7,261	3,952	6,009
Library Services	896	1,015	735
Total	**8,157**	**4,967**	**6,744**

The total D.C. for recreation and parks and library services would be between $1,413 and $3,190 lower for the area-specific calculation than the uniform charge. However, because of the historical level of service cap restriction that is imposed when calculating the area-specific charge outside of the Vision Georgetown Secondary Plan Area, this approach would result in approximately $22.2 million of growth-related costs that would need to be funded from a non-D.C. source.

Based on the foregoing is recommended that the Town maintain the current uniform D.C. charge policy.