

Town of Whitchurch- Stouffville 2018 Development Charges Background Study

For Public Circulation and Comment

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 Planning for growth

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List of Acronyms and Abbreviations

D.C.	Development Charge
D.C.A.	Development Charges Act
E.S.A.	Environmentally Safe Area
G.F.A.	Gross floor area
L.P.A.T.	Local Planning Appeal Tribunal
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.s) and policies for the Town of Whitchurch-Stouffville (Town).

The Town retained Watson & Associates Economists Ltd. (Watson) to undertake the D.C. study process in 2018. The Consultant Team worked with senior staff of the Town in preparing this D.C. analysis and the policy recommendations.

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

This report has been prepared, in the first instance, to meet the statutory requirements applicable to the Town's D.C. background study, as summarized in Chapter 4. It also addresses the forecast amount, type and location of growth (Chapter 3), the requirement for "rules" governing the imposition of the charges (Chapter 7) and the proposed by-law to be made available as part of the approval process (Appendix 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 August 28, 2018. 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, methodology and the proposed modifications to the Town's D.C. by-law. 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 July 12, 2018.

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 September 11, 2018.

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

Process Steps	Dates
1. Project initiation meetings with Town staff	February 8, 2018
2. Data collection, staff interviews, preparation of D.C. calculations	February 2018 to May 2018
3. Preparation of draft D.C. background study and review of draft findings with staff	June 2018
4. D.C. background study and proposed D.C. by-law available to public	July 12, 2018
5. Presentation of background study to development industry stakeholders	To be determined
6. Statutory notice of Public Meeting advertisement placed in newspaper(s)	20 days prior to public meeting
7. Public Meeting of Council	August 28, 2018
8. Council considers adoption of D.C. background study and passage of by-law	September 11, 2018
9. Proposed By-law in-force date	January 1, 2019
10. Newspaper notice given of by-law passage	By 20 days after passage
11. Last day for by-law appeal	40 days after passage
12. Town makes available D.C. pamphlet	by 60 days after in force date

2. Current Town of Whitchurch-Stouffville D.C. Policy

2.1 By-law Enactment

On November 19, 2013, the Town of Whitchurch-Stouffville passed By-law 2013-180-FI under the D.C.A, 1997. The by-law, as subsequently amended, imposes uniform Town-wide D.C.s by service for all permissible municipal services with the exception of water and wastewater services. The D.C.s for water and wastewater services are imposed only imposed in municipally serviced areas.

2.2 Services Covered

The following services are included under By-law 2013-180-FI:

- Roads;
- Public Works;
- Fire Protection;
- Administration;
- Leisure;
- Library;
- Wastewater; and
- Water.

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

2.3 Timing of D.C. Calculation and Payment

D.C.s are due and payable in full to the Town on the date a building permit or conditional permit is issued for any land, buildings or structures affected by the applicable D.C. The by-law also allows the Town to enter into payment agreements with owners.

**Table 2-1
Town of Whitchurch-Stouffville
Schedule of Current D.C.s (as of January 1, 2018)**

Service	RESIDENTIAL				NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Other Multiples	(per ft ² of Gross Floor Area)
Municipal Wide Services:					
Roads Services	3,294	2,200	1,563	2,597	2.41
Public Works Services	531	354	252	418	0.19
Fire Protection Services	532	355	252	419	0.40
Leisure Services	6,624	4,423	3,144	5,220	0.36
Library Services	672	449	319	529	0.05
Administration	185	123	88	146	0.08
Total Municipal Wide Services	11,838	7,904	5,619	9,329	3.49
Urban Services					
Wastewater Services	1,068	715	506	842	0.35
Water Services	1,494	997	710	1,178	0.47
Total Urban Services	2,562	1,712	1,216	2,020	0.82
GRAND TOTAL RURAL AREA	11,838	7,904	5,619	9,329	3.49
GRAND TOTAL URBAN AREA	14,400	9,616	6,835	11,349	4.31

2.4 Redevelopment Credit

The by-law provides for D.C. credits for residential and non-residential redevelopments for structures to be demolished or converted from one principal use to another, provided the structure existed on the same land within 60 months prior to the date of payment of the D.C.s.

2.5 Exemptions

The Town's existing 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 (G.F.A.) of the building – for industrial additions which exceed 50% of the existing G.F.A., only the portion of the addition in excess of 50% is subject to D.C.s;
- 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 D.C. by-law also provides non-statutory exemptions from payment of D.C.s with respect to:

- Farm building constructed for an agricultural use.

3. Anticipated Development in the Town of Whitchurch-Stouffville

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 will be required to provide services, over a 10-year (2018-2028) and 13-year (2018-2031) period.

3.2 Basis of Population, Household and Non-Residential G.F.A. Forecast

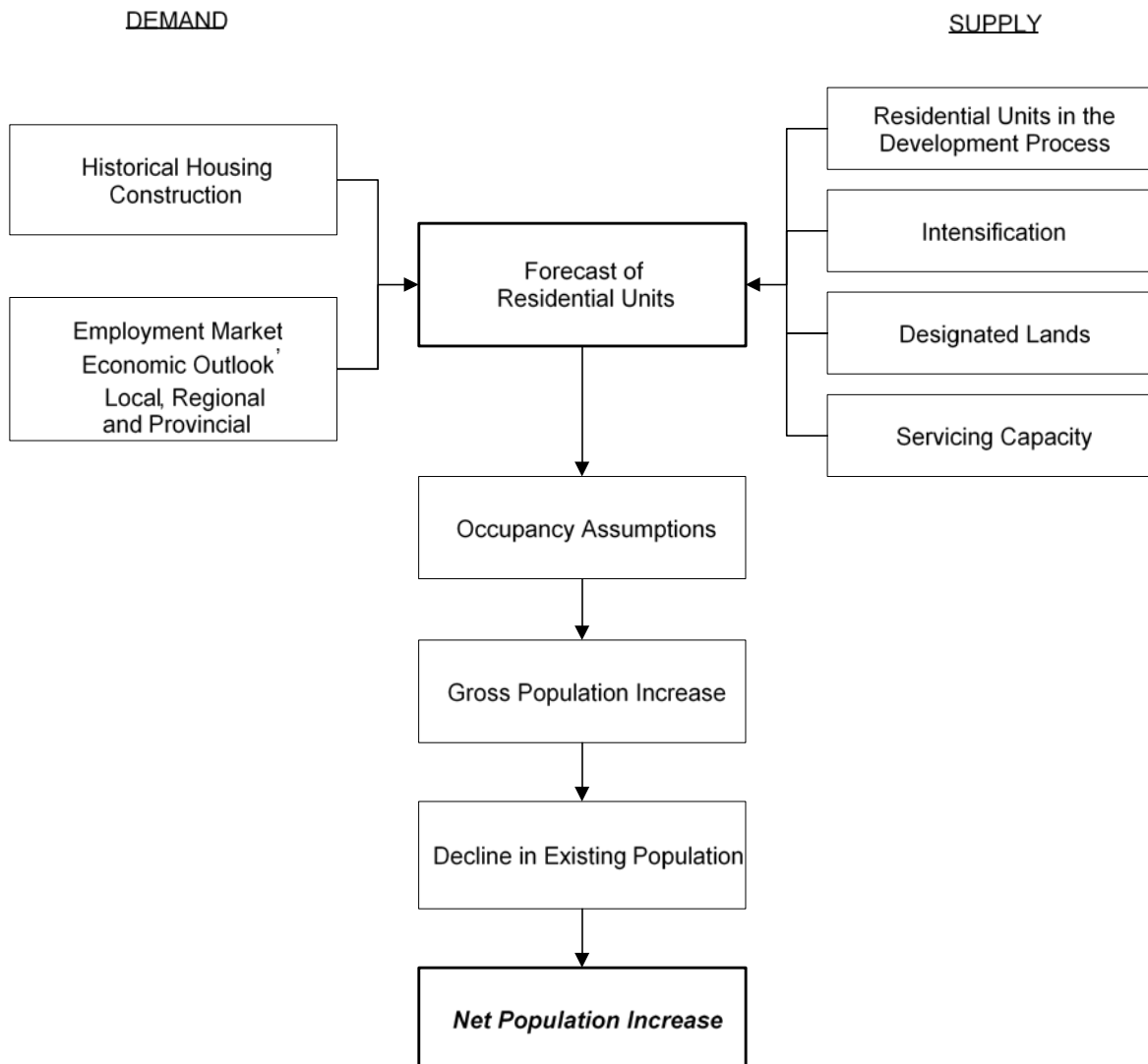
In compiling the growth forecast, the following specific information sources were consulted to assess residential and non-residential development potential for the Town; including:

- Office Consolidation of the Official Plan of the Town of Whitchurch-Stouffville Planning Area, adopted September 5, 2000 and updated as of June 2017;
- Town of Whitchurch-Stouffville 2013 D.C. Background Study, prepared by Watson & Associates Economists Ltd.;
- Town of Whitchurch-Stouffville Growth Management Strategy, April 2014, prepared by Watson & Associates Economists Ltd.;
- Town of Whitchurch-Stouffville Planning and Building Department Residential Subdivision / Condominium Activity Maps, May - July, 2015;
- York Region 2041 Population and Employment Forecasts, 2041 Preferred Growth Scenario, Attachment 2, November 2015;
- 2006, 2011 and 2016 Statistics Canada Census data;
- A review of historical residential and non-residential development activity; and
- Discussions with Town staff regarding anticipated development trends.

3.3 Summary of Growth Forecast

A detailed analysis of the residential and non-residential growth forecasts 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
Population and Household Forecast Model**



As identified in Table 3-1 and Schedule 1, the Town's population is anticipated to reach approximately 57,470 by 2028 and 58,770 by 2031. This represents an increase of 9,450 persons and 10,750 persons, respectively, over the 10-year and 13-year forecast periods. Further, the population forecast summarized in Schedule 1 excludes the net Census undercount, which is estimated at approximately 3.1%. The Census undercount represents the net number of persons missed during Census enumeration. In calculating the D.C. for Town of Whitchurch-Stouffville, the net Census undercount has been excluded from the growth forecast. Accordingly, all references provided herein to the population forecast exclude the net Census undercount. The following provides a summary of the D.C. growth forecast. Additional details are provided in Appendix A.

1. Unit Mix (Appendix A – Schedules 1 through 7)
 - The forecast housing unit mix for the Town was derived from the Town of Whitchurch-Stouffville Growth Management Strategy, historical development activity (as per Schedule 7), review of residential supply opportunities (Schedule 6) and discussions with municipal staff regarding anticipated development trends for the Town.
 - Based on the above, the 13-year (2018-2031) household growth forecast is comprised of a housing unit mix of approximately 49% low density (single detached and semi-detached), 28% medium density (multiples except apartments) and 24% 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 residential development for the Town of Whitchurch-Stouffville by development location. The percentage of forecast housing growth over the 13-year forecast period (2018-2031) by area within the Town is summarized below.

<u>Development Location</u>	<u>Percentage Housing Growth, 2018-2031</u>
Stouffville Built Up Area	25%
Phase 1	<1%
Phase 2	45%
Phase 3	24%
Community of Stouffville	95%
Ballantrae	3%
Vandorf	<1%
Gormley	0%
Bloomington - Rural	2%
Total	100%

**Table 3-1
Town of Whitchurch-Stouffville
Residential Growth Forecast Summary**

Year	Population (Including Census Undercount) ¹	Excluding Census Undercount			Housing Units						Person Per Unit (PPU): Total Population/ Total Households	
		Population	Institutional Population	Population Excluding Institutional Population	Singles & Semi- Detached	Multiple Dwellings ²	Apartments ³	Other	Total Households	Equivalent Institutional Households		
Historical	Mid 2006	26,590	25,792	320	25,472	6,960	745	790	15	8,510	291	3.031
	Mid 2011	38,800	37,628	418	37,210	10,940	1,355	730	15	13,040	380	2.886
	Mid 2016	47,260	45,837	492	45,345	12,530	1,930	885	15	15,360	447	2.984
Forecast	Mid 2018	49,510	48,016	528	47,488	13,195	2,044	1,042	15.0	16,296	480	2.946
	Mid 2028	59,250	57,466	621	56,845	15,526	3,353	2,119	15.00	21,013	565	2.735
	Mid 2031	60,600	58,772	631	58,141	15,851	3,552	2,343	15.0	21,761	574	2.701
Incremental	Mid 2006 - Mid 2011	12,210	11,836	98	11,738	3,980	610	-60	0	4,530	89	
	Mid 2011 - Mid 2016	8,460	8,209	74	8,135	1,590	575	155	0	2,320	67	
	Mid 2016 - Mid 2018	2,250	2,179	36	2,143	665	114	157	0	936	33	
	Mid 2018 - Mid 2028	9,740	9,450	93	9,357	2,331	1,309	1,077	0	4,717	85	
	Mid 2018 - Mid 2031	11,090	10,756	103	10,653	2,656	1,508	1,301	0	5,465	94	

Source: Watson & Associates Economists Ltd., 2018.

1. Census Undercount estimated at approximately 3.1%. Note: Population including the Census Undercount has been rounded.
2. Includes townhomes and apartments in duplexes.
3. Includes bachelor, 1 bedroom and 2 bedroom+ apartments.

3. Planning Period

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

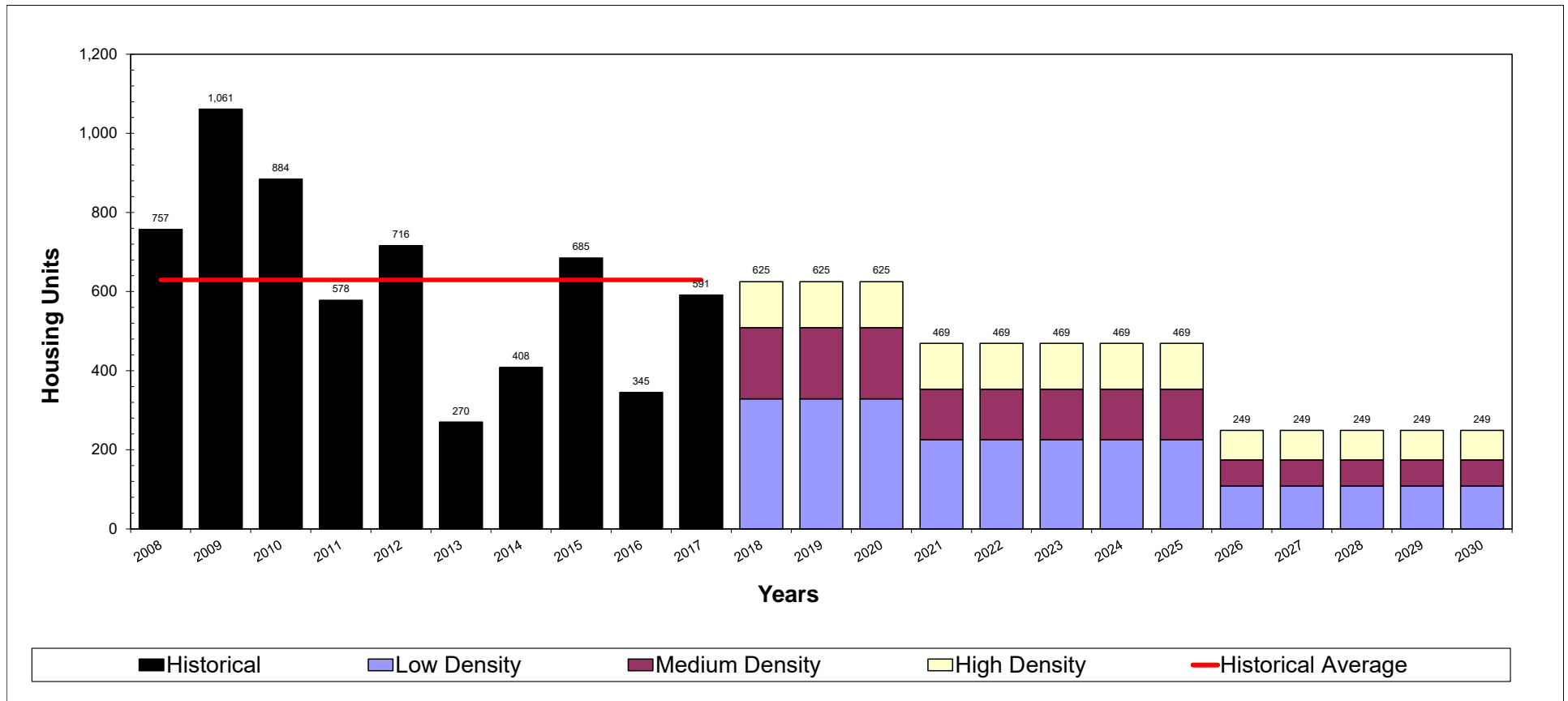
4. Population in New Units (Appendix A - Schedules 3 through 8)

- The number of housing units to be constructed in the Town of Whitchurch-Stouffville over the forecast period (2018-2031) is presented on Figure 3-2. Over the period, the Town is anticipated to average 420 housing units annually.
- Population in new units is derived from Schedules 3, 4, and 5, which incorporate historical development activity, anticipated units (see unit mix discussion) and average persons per unit by dwelling type for new units.
- Schedule 8 summarizes the average number of persons per unit (P.P.U.) for the new permanent residential housing units by age and type of dwelling, based on 2016 custom Census data. P.P.U. data for low, medium and high-density dwelling units was derived based on 2016 Census data for the Town of Whitchurch-Stouffville as outlined in Schedule 8. The 15-year average P.P.U.'s by dwelling type are as follows:
 - Low density: 3.206
 - Medium density: 2.552
 - High density: 1.778

5. Existing Units and Population Change (Appendix A - Schedules 2 through 5)

- Existing households as of 2018 are based on the 2016 Census households, plus estimated residential units constructed between 2016 and 2018, assuming a 6-month lag between construction and occupancy (see Schedule 3).
- The decline in average occupancy levels for existing housing units is calculated in Schedules 3 through 5, by aging the existing population over the forecast period. The forecast population decline in existing households over the 2018-2031 forecast period is estimated at approximately 4,020.

**Figure 3-2
Town of Whitchurch-Stouffville
Annual Housing Forecast¹**



Source: Historical housing activity derived from Town of Whitchurch-Stouffville building permit data, 2008-2017.

¹ 1. Growth Forecast represents calendar year.

6. Employment (Appendix A, Schedules 10a, 10b and 10c)

- Employment projections are based on the Town of Whitchurch-Stouffville Growth Management Strategy, updated to reflect recent development trends.
- Key employment sectors include primary, industrial, commercial/ population-related, institutional, and work at home, which are considered individually below.
 - The Town's 2016¹ employment base by place of work is outlined in Schedule 10a. The 2016 employment base is comprised of the following sectors:
 - 275 primary (approx. 2%);
 - 2,275 work at home employment (approx. 18%);
 - 3,070 industrial (approx. 25%);
 - 4,720 commercial/population-related (approx. 38%); and
 - 2,090 institutional (approx. 17%).
 - The 2016 employment base by usual place of work, including work at home, is approximately 12,425 jobs. An additional 2,285 jobs have been identified for Town of Whitchurch-Stouffville as having no fixed place of work (N.F.P.O.W.).² The total employment including N.F.P.O.W. in 2016 is 14,710. As of mid-2018 the Town's total employment base is estimated at 15,375.
 - Schedule 10b, Appendix A, summarizes the employment forecast, excluding work at home and N.F.P.O.W. employment, which is the basis for the D.C.A. 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 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.

¹ 2016 Employment is based on Statistics Canada 2016 Places of Work Employment dataset.

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."

- Total employment for Town of Whitchurch-Stouffville (excluding work at home and no fixed place of work employment) is anticipated to reach approximately 15,460 by 2028 and 16,435 by 2031. This represents an employment increase of 4,860 and 5,840 additional jobs over the 10-year and 13-year forecast periods, respectively.

7. Non-Residential Sq.ft. Estimates (G.F.A., Appendix A, Schedule 10b)

- Square footage estimates were calculated in Schedule 10b based on the following employee density assumptions:¹
 - 1,300 sq.ft. per employee for industrial;
 - 500 sq.ft. per employee for commercial/population-related; and
 - 700 sq.ft. per employee for institutional employment.
- The Town-wide incremental non-residential G.F.A. increase is anticipated to be approximately 4,758,900 sq.ft. over the 10-year forecast period and 5,768,400 sq.ft. over the 13-year forecast period.
- In terms of percentage growth, the 13-year incremental G.F.A. forecast by sector is broken down as follows:
 - Industrial – approx. 76%;
 - Commercial/population-related – approx. 14%;
 - Institutional – approx. 10%.

¹ Based on discussions with municipal staff regarding anticipated industrial development and based on Watson & Associates Economists Ltd. employment surveys.

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.

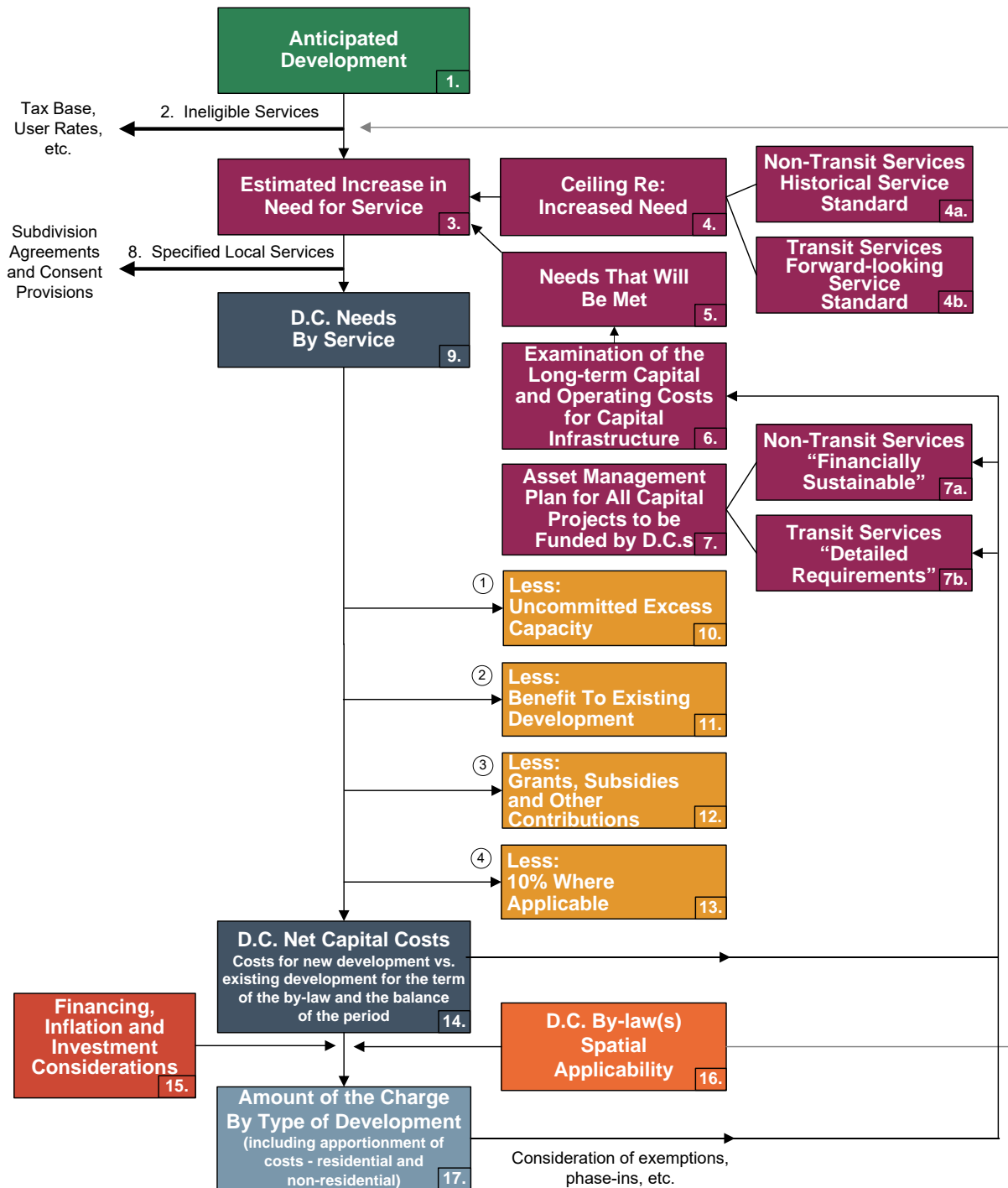
A number of these services are defined in s.s.2(4) of the D.C.A., 1997 as being ineligible for inclusion in D.C.s. These are shown as “ineligible” on Table 4-1. In addition, two ineligible costs defined in s.s.5(3) of the D.C.A. are “computer equipment” and “rolling stock with an estimated useful life of [less than] seven years...” In addition, local roads are covered separately under subdivision agreements and related means (as are other local services). Services which are potentially eligible for inclusion in the Town’s D.C.s 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 D 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 Transportation Services	n/a	2.1 Transit vehicles	90
	n/a	2.2 Other transit infrastructure	90
	n/a	2.3 Municipal parking spaces - indoor	90
	No	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	n/a	3.1 Main channels and drainage trunks	100
	n/a	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
	n/a	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

¹with 7+ year life time

²same 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
	Yes	10.2 Sewage trunks	100
	Local Service	10.3 Local systems	100
11. Water Supply Services	n/a	11.1 Treatment plants	100
	Yes	11.2 Distribution systems	100
	Local Service	11.3 Local systems	100
12. Waste Management Services	Ineligible	12.1 Collection, transfer vehicles and equipment	0
	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
	n/a	13.4 Policing Contract	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

Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery %
16. Health	n/a	16.1 Health department space	90
17. Social Services	n/a	17.1 Social service space	90
18. Ambulance	n/a	18.1 Ambulance station space	90
	n/a	18.2 Vehicles ¹	90
19. Hospital Provision	Ineligible	19.1 Hospital capital contributions	0
20. Provision of Headquarters for the General Administration of Municipalities and Area Municipal Boards	Ineligible Ineligible Ineligible	20.1 Office space (all services)	0
		20.2 Office furniture	0
		20.3 Computer equipment	0
21. Other Services	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	0-100
	Yes	21.2 Interest on money borrowed to pay for growth-related capital	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

¹with 7+ year life time

²same 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 studies.

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 has outstanding DC credit obligations for services that have been emplaced by developers on behalf of the Town. The outstanding credit obligations are for roads, water, and wastewater services and have been included in the calculation of the D.C. The Town's outstanding credit obligations included in the calculation of the charge, by service, are presented in Table 4-2 below.

Table 4-2
Town of Whitchurch-Stouffville
Outstanding D.C. Credits by Service

Service	Outstanding Credits
Roads	\$13,437,151
Water	\$1,373,487
Wastewater	\$890,509
Total	\$15,701,147

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.

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 adjusted D.C. Reserve Funds balances, by service, as at December 31, 2017, are presented in Table 4-3 below. 2017 year-end reserve fund balances have

been adjusted to account for differences between actual funding of D.C. eligible projects between 2013-2017 and required funding under the Town's 2013 D.C. Background Study. These balances have been applied against future spending requirements for all services.

Table 4-3
Town of Whitchurch-Stouffville
Adjusted D.C. Reserve Funds Balances (as at December 31, 2017)

Service	Totals
Roads Services	2,373,974
Fire Protection Services	(2,332,742)
Public Works Services	697,078
Leisure Services	910,799
Library Services	1,758,160
By-Law Enforcement Services	-
Administration Studies	1,129,499
Wastewater Services	(1,275,341)
Water Services	(921,539)
Total	2,339,888

4.7 Deductions

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

- the level of service ceiling;
- uncommitted excess capacity;
- benefit to existing development;
- anticipated grants, subsidies and other contributions; and
- 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 included in 4.2 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."

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

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

4.7.2 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, and fire protection 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, health, and transit.

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.

5. D.C. Eligible Cost Analysis by Service

This chapter outlines the basis for calculating D.C. eligible costs for the D.C.s to be applied on a uniform basis, and for water and wastewater services which will be applied on an area-specific 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.

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 (2018-2027). 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.

5.1.1 Leisure Services

The Town currently maintains approximately 456 acres developed of developed parkland and natural open space within its jurisdiction. The developed parkland inventory consists of community parks, neighbourhood parks, and parkettes, as well as natural open space. Furthermore, the Town provides a variety of amenities in its parks and operates 253,383 sq.ft. of recreation facility space. The Town utilizes 61 vehicles and equipment items to maintain its Leisure Services assets and provide services. The Town's level of service over the historical 10-year period averaged \$3,566 per capita. In total, the maximum D.C.-eligible amount for parks and recreation services over the 10-year forecast period is approximately \$33.7 million based on the established level of service.

The 10-year capital needs for leisure services to accommodate growth have a total gross capital cost of approximately \$57.8 million. These capital needs include costs for the development of parkland and associated amenities, trails, vehicles and equipment, facilities, and \$470,465 in unfunded capital emplaced under the current D.C. by-law. In recognition of the benefit to growth that will occur beyond the forecast period, \$3.9

million in project costs have been deducted as a post period benefit for parkland needs oversized to accommodate Phase 3 Stouffville development. Approximately \$4.6 million has also been deducted for benefits to the existing community for Memorial Park improvements, Little Rouge at Ringwood Pedestrian Bridge, and the Aquatic Facility Expansion. Other deductions applied total \$10.8 million in recognition of capital costs beyond the historical level of service cap for Leisure Services, and the statutory 10% deduction of \$2.7 million. After deducting \$0.9 million in recognition of D.C. already collected towards these needs, the resulting net growth-related capital costs for inclusion in the calculation are \$34.8 million.

The approach utilized during the Town's 2013 D.C. Study process, whereby the allocation of needs to non-residential development required was assessed using evidentiary support has been maintained. Booking reference data supported the nominal allocation of recreation facility capital costs to non-residential development. However, support was not provided for parks assets. As such, the parkland development capital needs have been allocated 100% to residential development, with 95% of the recreational facility costs being allocated to residential development. For leisure services vehicles and equipment an allocation of 96% to residential has been used based on the weighted allocation of growth-related capital costs for parkland development and indoor recreation facilities over the forecast period.

5.1.2 Library Services

The Town provides library services at the Lebovic Leisure Centre facility. The library component of this facility is 15,378 sq.ft. and the Town also maintains 300 sq.ft. of offsite storage space. In addition, the Town currently has an inventory of 278,339 library collection items. These collection items include books, CDs and DVDs, periodicals, databases, and e-resources, all of which have a total value of approximately \$20.5 million.

The average level of service over the past 10 years was \$554 per capita. Based on this, the Town would be eligible to collect approximately \$5.2 million from D.C.s for library services over the forecast period.

The capital needs required to accommodate growth have a total gross cost of \$7.1 million. These costs include the remaining costs to complete the Library expansion identified in the 2013 D.C. Study and anticipated interest costs, a self check-out system, and additional collection materials. As mentioned in the 2013 D.C. Study report, the Town's desired service level of 0.65 sq.ft. per capita identified as part of the Leisure Facilities Strategy, exceeded its historical level of service. As such, a deduction was

applied in accordance with the D.C.A. In order to maintain consistency with the previous study, deductions totalling \$1.1 million have been applied to the facility expansion projects costs.

The Library D.C. Reserve Fund balance is currently in a positive position; as such approximately \$1.8 has been removed from the calculation of the charge in recognition of these funds having already been collected. Another \$0.6 million has been deducted for the statutory 10% requirement. On a net cost basis, \$3.6 million has been included in the D.C. calculation for Library Services based on the 10-year growth projections.

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 and 5% to non-residential.

5.1.3 By-law Enforcement Services

The Town's By-law Enforcement services currently utilizes 911 sq.ft. of facility space and 3 vehicles resulting in a historical level of service \$8.43 per capita, which translates into a maximum amount to be recovered over the forecast period of approximately \$79,700. It has been determined that the By-law Enforcement Services would require a new vehicle in order to service growth. The gross capital cost of the additional vehicle totals \$47,300. After deducting the statutory 10%, the net capital costs included in the D.C. are \$42,570.

These costs have been allocated 66% residential and 34% non-residential based on the incremental growth in population to employment for the 10-year forecast period.

5.1.4 Administration Studies

The D.C.A. permits the inclusion of studies undertaken to facilitate the completion of the Town's capital works program and to support the preparation of future D.C. background studies. The Town has made provisions for the inclusion of future studies undertaken to facilitate this D.C. process, as well as other studies which benefit growth, including official plan updates, zoning by-law updates and other planning studies, environmental assessments, and various master plans, feasibility studies, and needs assessments.

The cost of these projects totals approximately \$7.4 million over the 10-year forecast period. A deduction of \$1.1 million has been applied for existing reserve fund balances and approximately \$2.4 million has been deducted in recognition of the studies' benefits to the existing developments. After deducting the 10% statutory deduction of

approximately \$0.2 million, the net growth-related capital costs included in the charge totals \$3.6 million.

These costs have been allocated 66% residential and 34% non-residential based on the incremental growth in population to employment for the 10-year forecast period.

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

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2018\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Subtotal	Less:		Potential D.C. Recoverable Cost			
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development		Other (e.g. 10% Statutory Deduction)	Total	Residential Share	Non-Residential Share		
2018-2027															
Stouffville Neighbourhood Parks/Parkettes															
1	Hillmount Park (includes splash pad) - NPV of Principal Payments	2018-2025	502,162			502,162	-		502,162			502,162	502,162	-	
2	Hillmount Park (includes splash pad) - NPV of Interest Payments	2018-2025	60,285			60,285	-		60,285			60,285	60,285	-	
3	Gar Lehman (L&M) Park	2018	988,000	128,440		859,560	-		859,560	85,956		773,604	773,604	-	
4	Memorial Pk Ph 5 - (Zone 10)	2019-2021	2,306,000	299,780		2,006,220	1,153,000		853,220	85,322		767,898	767,898	-	
5	Memorial Park Phase 6 (Zone 5)	2024	1,600,000	208,000		1,392,000	800,000		592,000	59,200		532,800	532,800	-	
6	Memorial Park Phase 7 (Zone 4)	2022	1,900,000	247,000		1,653,000	950,000		703,000	70,300		632,700	632,700	-	
7	Greenwood Parkette	2019-2020	298,400	-		298,400	-		298,400	29,840		268,560	268,560	-	
8	Tresstown S. Parkette	2019	310,000	40,300		269,700	-		269,700	26,970		242,730	242,730	-	
9	Tresstown Park Phase II (includes jr. ball diamond) - NPV of Principal Payments	2018-2025	181,783	-		181,783	-		181,783			181,783	181,783	-	
10	Tresstown Park Phase II (includes jr. ball diamond) - NPV of Interest Payments	2018-2025	21,823	-		21,823	-		21,823			21,823	21,823	-	
11	Tovtel / Stouff Con 8 (2 tennis courts/splash pad)	2024	1,635,300	212,589	1,422,711	-	-		-	-		-	-	-	
12	10th Line S. Neighbourhood	2023	1,600,000	208,000		1,392,000	-		1,392,000	139,200		1,252,800	1,252,800	-	
13	Ronco Neighbourhood Ph 1	2025	1,646,000	213,980	1,432,020	-	-		-	-		-	-	-	
14	Courtney Valley Parkette	2025	310,000	-		310,000	-		310,000	31,000		279,000	279,000	-	
15	Sorbara Parkette	2020	310,000	-		310,000	-		310,000	31,000		279,000	279,000	-	
16	Phase 3 Neighbourhood Park (NP8)	2026	1,600,000	1,072,000	528,000	-	-		-	-		-	-	-	
17	Phase 3 Parkette (P8)	2027	310,000	207,700		102,300	-		102,300	10,230		92,070	92,070	-	
18	Phase 3 Neighbourhood Park (NP5)	2026	310,000	207,700		102,300	-		102,300	10,230		92,070	92,070	-	
19	Farsight Parkette	2025	310,000	-	310,000	-	-		-	-		-	-	-	
20	Minto Parkette	2018	12,000	-		12,000	-		12,000	1,200		10,800	10,800	-	
21	Hoover 30 Parkette	2018	28,700	-		28,700	-		28,700	2,870		25,830	25,830	-	
22	Memorial Park - NPV of Principal Payments	2018-2023	138,509	-		138,509	-		138,509			138,509	138,509	-	
23	Memorial Park - NPV of Interest Payments	2018-2023	15,293	-		15,293	-		15,293			15,293	15,293	-	
Ballantrae Parkettes															
24	Ballantrae Parkette	2025	310,000	-	310,000	-	-		-	-		-	-	-	
25	Bloomington Parkette	2021	310,000	-		310,000	-		310,000	31,000		279,000	279,000	-	
Gormley Parkette															
26	Gormley Parkette	2027	310,000	-	310,000	-	-		-	-		-	-	-	
Pedestrian Bridges															
27	Little Rouge @ Ringwood SWM	2025	300,000	-	141,000	159,000	159,000		-	-		-	-	-	
28	Little Rouge W. - StouffCon8	2020	300,000	-		300,000	-		300,000	30,000		270,000	270,000	-	
29	Stouffville Reservoir - Millard	2025	300,000	-	300,000	-	-		-	-		-	-	-	
30	Reesor Creek	2025	300,000	-	300,000	-	-		-	-		-	-	-	
31	Savana Cove	2021	300,000	-		300,000	-		300,000	30,000		270,000	270,000	-	
32	L & M Gardens	2021	300,000	-		300,000	-		300,000	30,000		270,000	270,000	-	
33	Little Rouge E - Stouffcon8 & Mattamy / Maio	2023	870,000	-	870,000	-	-		-	-		-	-	-	
Off- Road Trails - Naturalized															
34	Hoover Park Drive Woodlot E	2020-2027	21,300	-	21,300	-	-		-	-		-	-	-	
35	Hoover Park Drive Woodlot W	2020-2027	20,000	-	20,000	-	-		-	-		-	-	-	
36	McCowan Rd	2020-2027	51,400	-		51,400	-		51,400	5,140		46,260	46,260	-	
Off- Road Trails - Asphalt															
37	SW Quadrant to Ninth Line	2019	60,300	-		60,300	-		60,300	6,030		54,270	54,270	-	
38	Stouffville Arena Fields Trail	2026-2027	22,300	-		22,300	-		22,300	2,230		20,070	20,070	-	
39	Memorial Park	2019	19,000	-		19,000	-		19,000	1,900		17,100	17,100	-	
40	Memorial Park - Park Drive to Lori Avenue	2019	19,000	-		19,000	-		19,000	1,900		17,100	17,100	-	
41	Bethesda Park Connection	2021	22,900	-		22,900	-		22,900	2,290		20,610	20,610	-	
42	Ringwood Pond Trail Connection	2022	22,900	-	22,900	-	-		-	-		-	-	-	
43	Stouffville Crescent - Main Street to North of Mill	2023	37,700	-	37,700	-	-		-	-		-	-	-	

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

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2018\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Subtotal	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development		Other (e.g. 10% Statutory Deduction)	Total	Residential Share	Non-Residential Share	
	2018-2027													
	Parkland Amenities													
44	Minor Sports Fields (Soccer)	2020-2027	1,159,900	150,787	1,009,113	-	-	-	-	-	-	-	-	-
45	Senior Soccer Flds	2022-2027	611,100	79,443	531,657	-	-	-	-	-	-	-	-	-
46	Diamond 3 Bethesda Park	2019	611,100	79,443	531,657	531,657	-	531,657	53,166	478,491	478,491	-	-	-
47	Ten Micro Soccer Fields	2021-2027	506,600	65,858	440,742	-	-	-	-	-	-	-	-	-
48	Picnic Shelter - Bethesda Pk	2019	150,000	19,500	130,500	-	-	-	-	-	-	-	-	-
49	Lit Tennis/Pickleball Courts Memorial Park	2019	546,600	71,058	475,542	475,542	-	475,542	47,554	427,988	427,988	-	-	-
50	Cricket Pitch	2019	400,000	52,000	348,000	348,000	-	348,000	34,800	313,200	313,200	-	-	-
51	Micro/Mini Sports Fields- New Ops Centre	2021-2027	273,800	35,594	238,206	-	-	-	-	-	-	-	-	-
52	Sport Field Baseball Expansion (3)	2022-2027	1,500,000	195,000	1,305,000	-	-	-	-	-	-	-	-	-
53	Skateboard Park	2024-2027	750,000	97,500	652,500	-	-	-	-	-	-	-	-	-
	Vehicles and Equipment													
54	Pick-up Truck	2021	45,000	-	45,000	45,000	-	45,000	4,500	40,500	38,880	1,620	-	-
55	4x4 Truck	2025	50,000	-	50,000	50,000	-	50,000	5,000	45,000	43,200	1,800	-	-
56	Small Dump Truck	2021	80,000	-	80,000	80,000	-	80,000	8,000	72,000	69,120	2,880	-	-
57	Trailer	2021	18,000	-	18,000	18,000	-	18,000	1,800	16,200	15,552	648	-	-
58	Wide Deck Mower	2021	90,000	-	90,000	90,000	-	90,000	9,000	81,000	77,760	3,240	-	-
59	Loader	2019	80,000	-	80,000	80,000	-	80,000	8,000	72,000	69,120	2,880	-	-
60	Zero Turn Mowers (2)	2021	65,000	-	65,000	65,000	-	65,000	6,500	58,500	56,160	2,340	-	-
61	Tractor	2021	70,000	-	70,000	70,000	-	70,000	7,000	63,000	60,480	2,520	-	-
62	Tractor	2026	70,000	-	70,000	70,000	-	70,000	7,000	63,000	60,480	2,520	-	-
63	Trailer	2025	18,000	-	18,000	18,000	-	18,000	1,800	16,200	15,552	648	-	-
64	ATV Utility Vehicle	2021	25,000	-	25,000	25,000	-	25,000	2,500	22,500	21,600	900	-	-
	Leisure Facilities													
65	Memorial Park Phasing - Facility Related	2020	911,100	-	911,100	911,100	728,880	182,220	18,222	163,998	155,798	8,200	-	-
66	Aquatic Facility Concept/Design	2022	1,500,000	-	1,500,000	1,500,000	132,927	1,367,073	136,707	1,230,366	1,168,848	61,518	-	-
67	Aquatic Facility Expansion	2023-2024	6,150,000	-	6,150,000	6,150,000	545,000	5,605,000	560,500	5,044,500	4,792,275	252,225	-	-
68	Leisure Facility Expansion	2018	2,051,000	-	2,051,000	2,051,000	115,104	1,935,896	193,590	1,742,307	1,655,191	87,115	-	-
69	Multi Purpose Facility Space	2022	3,999,800	-	3,999,800	3,999,800	-	3,999,800	399,980	3,599,820	3,419,829	179,991	-	-
70	Additional Recreation Facility Space	2023-2024	5,550,000	-	5,046,948	5,046,948	-	5,046,948	504,695	4,542,253	4,315,140	227,113	-	-
71	Aquatic Facility Expansion and Leisure Centre - NPV of Anticipated Interest Payments	2018-2027	288,943	-	288,943	288,943	-	288,943	-	288,943	274,496	14,447	-	-
72	VAA OCP - NPV of Principal Payments	2018-2025	2,140,819	-	2,140,819	2,140,819	-	2,140,819	-	2,140,819	2,033,778	107,041	-	-
73	VAA OCP - NPV of Interest Payments	2018-2025	168,768	-	168,768	168,768	-	168,768	-	168,768	160,330	8,438	-	-
74	Arena - NPV of Principal Payments	2018-2027	3,831,236	-	3,831,236	3,831,236	-	3,831,236	-	3,831,236	3,639,674	191,562	-	-
75	Arena - NPV of Interest Payments	2018-2027	3,276,905	-	3,276,905	3,276,905	-	3,276,905	-	3,276,905	3,113,060	163,845	-	-
	Unfunded Capital (2013-2017)	2018	470,465	-	470,465	470,465	-	470,465	-	470,465	470,465	-	-	-
	Reserve Fund Adjustment							(910,799)		(910,799)	(877,037)	(33,762)	-	-
	Total		57,750,194	3,891,672	10,836,401	43,022,120	4,583,911	-	37,527,411	2,734,122	34,793,289	33,503,559	1,289,730	

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

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2018\$)	Post Period Benefit	Net Capital Cost	Less:			Less:		Potential D.C. Recoverable Cost	
						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Subtotal	Other (e.g. 10% Statutory Deduction)	Total	Residential Share	Non-Residential Share
	2018-2027											
1	Employment Land Study	2020	22,200	-	22,200	-		22,200	2,220	19,980	13,187	6,793
2	Land Supply Analysis & Employment Needs Study Update	2023	100,000	-	100,000	50,000		50,000	5,000	45,000	29,700	15,300
3	Westerly Approach Study & Guidelines	2018	47,000	-	47,000	-		47,000	4,700	42,300	27,918	14,382
4	Edward Street Corridor Plan	2018	150,000	-	150,000	75,000		75,000		75,000	49,500	25,500
5	Main Street Corridor Urban Design Guideline Update	2019	180,000	-	180,000	90,000		90,000		90,000	59,400	30,600
6	Corridor Improvement Studies and Municipal Class EA	2022	200,000	-	200,000	100,000		100,000		100,000	66,000	34,000
7	Geodetic Bench Marks (Ballantrae/Vandorf)	2018	33,300	-	33,300	-		33,300	3,330	29,970	19,780	10,190
8	Lincolnville GO Station Area Study	2018	150,000	-	150,000	75,000		75,000	7,500	67,500	44,550	22,950
9	Intensification Strategy	2019	100,000	-	100,000	25,000		75,000	7,500	67,500	44,550	22,950
10	Energy and Climate Change Policy Study	2019	100,000	-	100,000	50,000		50,000	5,000	45,000	29,700	15,300
11	EA for Servicing for Vandorf/Gormley	2020	333,300	-	333,300	-		333,300		333,300	219,978	113,322
12	Gormley Secondary Plan	2020	316,600	-	316,600	158,300		158,300	15,830	142,470	94,030	48,440
13	Vandorf - Preston Lake Secondary Plan	2020	94,400	-	94,400	47,200		47,200	4,720	42,480	28,037	14,443
14	Stouffville Secondary Plan	2020	111,100	-	111,100	55,550		55,550	5,555	49,995	32,997	16,998
15	Stouffville Commercial Policy Study	2020	194,400	-	194,400	97,200		97,200	9,720	87,480	57,737	29,743
16	Stouffville Heritage Conservation District Study	2020	250,000	-	250,000	125,000		125,000	12,500	112,500	74,250	38,250
17	Ballantrae - Musselman's Lake Secondary Plan	2022	94,400	-	94,400	75,520		18,880	1,888	16,992	11,215	5,777
18	Housing Policy Update	2022	50,000	-	50,000	25,000		25,000	2,500	22,500	14,850	7,650
19	Comprehensive Zoning Bylaw Update	2023	210,000	-	210,000	52,500		157,500	15,750	141,750	93,555	48,195
20	Official Plan Review - Phase 4	2020	83,300	-	83,300	53,009		30,291	3,029	27,262	17,993	9,269
21	Background Studies for Official Plan Policy Review	2023	350,000	-	350,000	222,727		127,273	12,727	114,545	75,600	38,945
22	Official Plan Update	2026-2027	350,000	-	350,000	222,727		127,273	12,727	114,545	75,600	38,945
23	Transportation Master Plan - Phase 1	2018	51,000	-	51,000	12,750		38,250		38,250	25,245	13,005
24	Transportation Master Plan - Phase 2	2021	200,000	-	200,000	50,000		150,000		150,000	99,000	51,000
25	Traffic Operation Study (Linked to Transportation MP)	2021	266,700	-	266,700	133,350		133,350		133,350	88,011	45,339
26	Transportation Master Plan Update	2026	267,000	-	267,000	66,750		200,250		200,250	132,165	68,085
27	Fire Master Plan Review (Fire)	2018	65,000	-	65,000	16,250		48,750		48,750	32,175	16,575
28	Fire Master Plan Review (Fire)	2022-2023	80,000	-	80,000	20,000		60,000		60,000	39,600	20,400
29	Water and Sewer Master Plans	2018	124,000	-	124,000	31,000		93,000		93,000	61,380	31,620
30	Future Service Areas Study - Water and Wastewater	2019-2021	500,000	-	500,000	-		500,000		500,000	330,000	170,000
31	Water and Sewer Master Plans	2023	500,000	-	500,000	125,000		375,000		375,000	247,500	127,500
32	Water and Wastewater Servicing Master Plan Update	2027	250,000	-	250,000	62,500		187,500		187,500	123,750	63,750
33	Stormwater Master Plan	2019/2025	440,000	-	440,000	110,000		330,000		330,000	217,800	112,200

Infrastructure Costs Covered in the D.C. Calculation – Administration Studies (Cont'd)

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2018\$)	Post Period Benefit	Net Capital Cost	Less:		Subtotal	Less:	Potential D.C. Recoverable Cost		
						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development		Other (e.g. 10% Statutory Deduction)	Total	Residential Share 66%	Non-Residential Share 34%
	2018-2027											
34	Development Charges Studies (incl. Engineering)	2018	190,000	-	190,000	-		190,000	19,000	171,000	112,860	58,140
35	Development Charges Studies (incl. Engineering)	2023	190,000	-	190,000	-		190,000	19,000	171,000	112,860	58,140
36	Leisure Services Master Plan	2018	68,000	-	68,000	17,000		51,000	5,100	45,900	30,294	15,606
37	Leisure Services Master Plan	2023	138,900	-	138,900	34,725		104,175	10,418	93,758	61,880	31,878
38	Staff Structure/Service Level Review	2019	50,000	-	50,000	25,000		25,000	2,500	22,500	14,850	7,650
39	Sports Field Needs Assessment & Concept Plan	2020	100,000	-	100,000	25,000		75,000	7,500	67,500	44,550	22,950
40	Age Friendly Plan	2020	75,000	-	75,000	18,750		56,250	5,625	50,625	33,413	17,213
41	Outdoor Facilities Needs Assessment	2021	100,000	-	100,000	25,000		75,000	7,500	67,500	44,550	22,950
42	Aquatics Expansion Feasibility & Concept Study	2022	50,000	-	50,000	4,431		45,569	4,557	41,012	27,068	13,944
43	Diversity and Inclusion Strategy	2020	80,000	-	80,000	40,000		40,000	4,000	36,000	23,760	12,240
44	Community Needs Assessment (Library)	2019	50,000	-	50,000	12,500		37,500	3,750	33,750	22,275	11,475
	Reserve Fund Adjustment							(1,129,499)		(1,129,499)	(745,469)	(384,030)
	Total		7,355,600	-	7,355,600	2,429,740	-	3,796,361	221,146	3,575,215	2,359,642	1,215,573

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

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

5.2.1 Roads Services

The Town has a current inventory of 247 kilometres of arterial and collector roads. This historical level of infrastructure investment equates to \$10,928 per capita level of service. When applied to the forecast population growth to 2031 (i.e. 10,756 population), a maximum D.C.-eligible cost of approximately \$117.5 million could be expected to meet the future increase in needs for service.

The review of the Town's roads needs documented in the Transportation Master Plan (T.M.P.), Active Transportation Master Plan, and capital budget, identified \$74.0 million in gross capital costs for the forecast period. These capital needs include various road construction projects, multi-use pathways and sidewalks, paved shoulders and shared route treatments, illumination, traffic calming and traffic management systems, creek crossing structures, intersection improvements, signalization, and roundabouts. Furthermore, the capital program also includes costs for administration and studies, principal and interest payments related to completed D.C. eligible projects, and outstanding D.C. credit obligations. Recognizing the benefit to existing development, \$15.9 million has been deducted from the growth-related capital needs. Moreover, the Town's Roads D.C. Reserve Fund of \$2.37 reflects funds already collected towards these needs. As a result, approximately \$55.7 million in capital needs has been included in the D.C. calculation.

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

5.2.2 Fire Protection Services

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

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

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

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

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

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

5.2.3 Public Works Services

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

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

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

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

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

Prj .No	Increased Service Needs Attributable to Anticipated Development			Gross Capital Cost Estimate (2018\$)	Post Period Benefit	Net Capital Cost	Less:		Potential D.C. Recoverable Cost			
	2018-2031		Timing (year)				Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share	
	From	To										59%
	New Construction/Reconstruction											
1	Bethesda Sideroad	Ninth Line	Tenth Line	2022-2023	1,765,500	-	1,765,500	353,100		1,412,400	838,966	573,434
2	Bethesda Sideroad	Highway 48	Ninth Line	2022-2023	1,853,800	-	1,853,800	370,760		1,483,040	880,926	602,114
3	New Connection	Lakeshore Road	Aurora Rd	2019-2020	540,100	-	540,100	108,020		432,080	256,656	175,424
4	Tenth Line	Mantle Avenue	S. Townline	2019-2020	2,490,300		2,490,300	498,060		1,992,240	1,183,391	808,849
	Multi-use pathways in boulevard											
5	Ninth Line	Rupert St	Millard Street	2020-2021	167,700	-	167,700	83,850		83,850	49,807	34,043
6	Ninth Line	Millard St	Bayberry St	2020	156,200	-	156,200	78,100		78,100	46,391	31,709
7	Main Street	Tenth Line	Ninth Line		704,400	-	704,400	352,200		352,200	209,207	142,993
8	Main Street	Ninth Line	Sandiford Dr	2020	369,000	-	369,000	184,500		184,500	109,593	74,907
9	Main Street	Sandiford Dr	Highway 48	2020	268,300	-	268,300	134,150		134,150	79,685	54,465
10	Main Street	Tenth Line	York-Durham Line	2021-2022	234,800	-	234,800	117,400		117,400	69,736	47,664
11	Tenth Line	Main St	Forsyth Farm Drive	2019-2020	312,300	-	312,300	156,150		156,150	92,753	63,397
12	Ninth Line	Bayberry St	Bethesda Rd N.	2021	281,100	-	281,100	140,550		140,550	83,487	57,063
13	York-Durham Line	S. Townline	Hoover Park Drive	2022	406,000	-	406,000	203,000		203,000	120,582	82,418
14	York-Durham Line	Hoover Park Dr	Main Street	2022	218,600	-	218,600	109,300		109,300	64,924	44,376
15	York-Durham Line	Main St	Forsyth Farm Drive	2023	312,300	-	312,300	156,150		156,150	92,753	63,397
16	York-Durham Line	Forsyth Farm Drive	Bethesda Rd N.	2023	343,500	-	343,500	171,750		171,750	102,020	69,731
17	Tenth Line	Forsyth Farm Drive	Bethesda Rd N.	2023	343,500	-	343,500	171,750		171,750	102,020	69,731
18	Highway 48	Pine Vista Ave	Ballantrae Rd	2023	1,061,800	-	1,061,800	530,900		530,900	315,355	215,545
	Paved Shoulders											
19	Woodbine Ave	MacArthur Sideroad	Stouffville Rd	2018-2031	39,600	-	39,600	19,800		19,800	11,761	8,039
20	Woodbine Ave	Stouffville Rd	Bethesda Sideroad	2018-2031	276,800	-	276,800	138,400		138,400	82,210	56,190
21	Woodbine Ave	Bethesda Sideroad	Bloomington Rd	2018-2031	276,800	-	276,800	138,400		138,400	82,210	56,190
22	Woodbine Ave	Bloomington Rd	Vandorf Sideroad	2018-2031	276,800	-	276,800	138,400		138,400	82,210	56,190
23	Woodbine Ave	Vandorf Sideroad	Aurora Rd	2018-2031	276,800	-	276,800	138,400		138,400	82,210	56,190
24	Warden Ave	Warden Lane	Bethesda Sideroad	2018-2031	171,400	-	171,400	85,700		85,700	50,906	34,794
25	Warden Ave	Bethesda Sideroad	Bloomington Rd	2018-2031	276,800	-	276,800	138,400		138,400	82,210	56,190
26	Warden Ave	Bloomington Rd	Vandorf Sideroad	2018-2031	276,800	-	276,800	138,400		138,400	82,210	56,190
27	Warden Ave	Vandorf Sideroad	Aurora Rd	2018-2031	276,800	-	276,800	138,400		138,400	82,210	56,190
28	Warden Ave	Aurora Rd	St. John's Sideroad	2018-2031	276,800	-	276,800	138,400		138,400	82,210	56,190
29	Warden Ave	St. John's Sideroad	Vivian Rd	2018-2031	276,800	-	276,800	138,400		138,400	82,210	56,190
30	Warden Ave	Vivian Rd	Davis Dr	2018-2031	276,800	-	276,800	138,400		138,400	82,210	56,190
31	Kennedy Road	Bloomington Rd	Davis Dr	2018-2031	1,370,800	-	1,370,800	685,400		685,400	407,128	278,272
32	McCowan Rd	Bethesda Sideroad	Bloomington Rd	2018-2031	276,800	-	276,800	138,400		138,400	82,210	56,190
33	Highway 48	S. Townline	Stouffville Rd	2018-2031	224,000	-	224,000	112,000		112,000	66,528	45,472
34	Highway 48	Stouffville Rd	Bethesda Sideroad	2018-2031	276,800	-	276,800	138,400		138,400	82,210	56,190
35	Highway 48	Bethesda Sideroad	Bloomington Rd	2018-2031	276,800	-	276,800	138,400		138,400	82,210	56,190
36	Highway 48	Bloomington Rd	Vandorf Sideroad	2018-2031	276,800	-	276,800	138,400		138,400	82,210	56,190
37	Highway 48	Vandorf Sideroad	Pine Vista Ave	2018-2031	158,200	-	158,200	79,100		79,100	46,985	32,115
38	Highway 48	Ballantrae Rd	St. John's Sideroad	2018-2031	184,600	-	184,600	92,300		92,300	54,826	37,474
39	Highway 48	St. John's Sideroad	Vivian Rd	2018-2031	276,800	-	276,800	138,400		138,400	82,210	56,190
40	Highway 48	Vivian Rd	Davis Dr	2018-2031	276,800	-	276,800	138,400		138,400	82,210	56,190

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

Prj .No	Increased Service Needs Attributable to Anticipated Development				Gross Capital Cost Estimate (2018\$)	Post Period Benefit	Net Capital Cost	Less:		Potential D.C. Recoverable Cost			
	2018-2031		Timing (year)	Benefit to Existing Development				Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 59%	Non-Residential Share 41%		
	From	To											
41	Ninth Line	Hillsdale Dr	Resnook Ln	2018-2031	66,000	-	66,000	33,000		33,000	19,602	13,398	
42	Ninth Line	Cedarvale Blvd	Aurora Rd	2018-2031	131,800	-	131,800	65,900		65,900	39,145	26,755	
43	York-Durham Line	Bethesda Sideroad	Bloomington Rd	2018-2031	303,200	-	303,200	151,600		151,600	90,050	61,550	
44	York-Durham Line	Bloomington Rd	Hillsdale Dr	2018-2031	237,200	-	237,200	118,600		118,600	70,448	48,152	
45	York-Durham Line	Hillsdale Dr	Aurora Rd	2018-2031	276,800	-	276,800	138,400		138,400	82,210	56,190	
46	York-Durham Line	Aurora Rd	St. John's Sideroad	2018-2031	276,800	-	276,800	138,400		138,400	82,210	56,190	
47	York-Durham Line	St. John's Sideroad	Vivian Rd	2018-2031	276,800	-	276,800	138,400		138,400	82,210	56,190	
48	York-Durham Line	Vivian Rd	Davis Dr	2018-2031	276,800	-	276,800	138,400		138,400	82,210	56,190	
49	Stouffville Rd	Highway 404	Woodbine Ave	2018-2031	118,600	-	118,600	59,300		59,300	35,224	24,076	
50	Bloomington Rd	Highway 404	Woodbine Ave	2018-2031	66,000	-	66,000	33,000		33,000	19,602	13,398	
51	Bloomington Rd	Woodbine Ave	Warden Ave	2018-2031	276,800	-	276,800	138,400		138,400	82,210	56,190	
52	Bloomington Rd	Warden Ave	Kennedy Rd	2018-2031	263,600	-	263,600	131,800		131,800	78,289	53,511	
53	Bloomington Rd	Kennedy Rd	McCowan Rd	2018-2031	276,800	-	276,800	138,400		138,400	82,210	56,190	
54	Bloomington Rd	McCowan Rd	Highway 48	2018-2031	263,600	-	263,600	131,800		131,800	78,289	53,511	
55	Bloomington Rd	Highway 48	Ninth Line	2018-2031	276,800	-	276,800	138,400		138,400	82,210	56,190	
56	Bloomington Rd	Ninth Line	York-Durham Line	2018-2031	303,200	-	303,200	151,600		151,600	90,050	61,550	
57	Bethesda Sideroad	Highway 48	Ninth Line	2018-2031	276,800	-	276,800	138,400		138,400	82,210	56,190	
58	Bethesda Sideroad	Ninth Line	York-Durham Line	2018-2031	342,800	-	342,800	171,400		171,400	101,812	69,588	
59	St. John's Sideroad	Highway 404	Woodbine Ave	2018-2031	118,600	-	118,600	59,300		59,300	35,224	24,076	
60	St. John's Sideroad	Woodbine Ave	Warden Ave	2018-2031	276,800	-	276,800	138,400		138,400	82,210	56,190	
61	St. John's Sideroad	Warden Ave	Kennedy Rd	2018-2031	263,600	-	263,600	131,800		131,800	78,289	53,511	
62	St. John's Sideroad	Kennedy Rd	McCowan Rd	2018-2031	276,800	-	276,800	138,400		138,400	82,210	56,190	
63	Vivian Rd	McCowan Rd	Highway 48	2018-2031	263,600	-	263,600	131,800		131,800	78,289	53,511	
64	Vivian Rd	Highway 48	Ninth Line	2018-2031	276,800	-	276,800	138,400		138,400	82,210	56,190	
65	Vivian Rd	Ninth Line	York-Durham Line	2018-2031	145,000	-	145,000	72,500		72,500	43,065	29,435	
66	Davis Dr	Highway 404	Woodbine Ave	2018-2031	145,000	-	145,000	72,500		72,500	43,065	29,435	
67	Davis Dr	Warden Ave	York-Durham Line	2018-2031	1,186,200	-	1,186,200	593,100		593,100	352,301	240,799	
68	Shared Route Treatments												
68	Bethesda Sideroad	Highway 404	Woodbine Ave	2018-2031	10,000	-	10,000	5,000		5,000	2,970	2,030	
69	Bethesda Sideroad	Woodbine Ave	Warden Ave	2018-2031	23,200	-	23,200	11,600		11,600	6,890	4,710	
70	Bethesda Sideroad	Warden Ave	Kennedy Rd	2018-2031	22,200	-	22,200	11,100		11,100	6,593	4,507	
71	Bethesda Sideroad	Kennedy Rd	McCowan Rd	2018-2031	23,200	-	23,200	11,600		11,600	6,890	4,710	
72	Bethesda Sideroad	McCowan Rd	Highway 48	2018-2031	22,200	-	22,200	11,100		11,100	6,593	4,507	
73	Vandorf Sideroad	Highway 404	Woodbine Ave	2018-2031	4,400	-	4,400	2,200		2,200	1,307	893	
74	Vandorf Sideroad	Woodbine Ave	Warden Ave	2018-2031	23,200	-	23,200	11,600		11,600	6,890	4,710	
75	McCowan Rd	Bloomington Rd	Vandorf Sideroad	2018-2031	23,200	-	23,200	11,600		11,600	6,890	4,710	
76	McCowan Rd	Vandorf Sideroad	Aurora Rd	2018-2031	23,200	-	23,200	11,600		11,600	6,890	4,710	
77	McCowan Rd	Aurora Rd	St. John's Sideroad	2018-2031	23,200	-	23,200	11,600		11,600	6,890	4,710	
78	McCowan Rd	St. John's Sideroad	Vivian Rd	2018-2031	23,200	-	23,200	11,600		11,600	6,890	4,710	
79	McCowan Rd	Vivian Rd	Davis Dr	2018-2031	23,200	-	23,200	11,600		11,600	6,890	4,710	
80	Lakeshore Rd	Highway 48	Ninth Line	2018-2031	27,800	-	27,800	13,900		13,900	8,257	5,643	
81	Ninth Line	Resnook Ln	Cedarvale Blvd	2018-2031	11,000	-	11,000	5,500		5,500	3,267	2,233	
82	Ninth Line	Aurora Rd	St. John's Sideroad	2018-2031	23,200	-	23,200	11,600		11,600	6,890	4,710	
83	Ninth Line	St. John's Sideroad	Vivian Rd	2018-2031	23,200	-	23,200	11,600		11,600	6,890	4,710	
84	Multiple Roads (Stouffville Trails Plan)				2018-2031	174,000	-	174,000	87,000		87,000	51,678	35,322

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

Prj .No	Increased Service Needs Attributable to Anticipated Development			Timing (year)	Gross Capital Cost Estimate (2018\$)	Post Period Benefit	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
	2018-2031							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
	From	To										
	Illumination											
85	Ninth Line	Elm Road	North Limit of Development	2020	322,000	-	322,000	-		322,000	191,268	130,732
86	Highway 48	Ballantrae Rd	Savoia Phase 3 entrance	2019	461,200	-	461,200	415,080		46,120	27,395	18,725
87	Highway 48	Bethesda Road	Millard Street	2022	362,400	-	362,400	-		362,400	215,266	147,134
88	Highway 48	Millard Street	Stouffville Rd	2021	164,700	-	164,700	-		164,700	97,832	66,868
89	Ninth Line	S limit of Hamlet of Bloomington	N limit of Hamlet of Bloomington	2020	197,700	-	197,700	177,930		19,770	11,743	8,027
90	Ninth Line	S limit existing Musselman Lake	N limit existing Musselman Lake	2020-2021	494,200	-	494,200	444,780		49,420	29,355	20,065
91	Tenth Line	Mantle Avenue	S. Townline	2020	296,500	-	296,500	-		296,500	176,121	120,379
92	Tenth Line	Main Street	Bethesda Rd N.	2021	658,900	-	658,900	-		658,900	391,387	267,513
93	York-Durham Line	S. Townline	Mantle Avenue	2022	197,700	-	197,700	-		197,700	117,434	80,266
94	York-Durham Line	Mantle Avenue	Hoover Park Drive	2022	131,800	-	131,800	-		131,800	78,289	53,511
95	York-Durham Line	Hoover Park Drive	Main Street	2022	230,600	-	230,600	-		230,600	136,976	93,624
96	York-Durham Line	Main Street	Forsyth Farm Drive	2023	296,500	-	296,500	-		296,500	176,121	120,379
97	York-Durham Line	Forsyth Farm Drive	N Limit of Development (Stouffville)	2025	98,800	-	98,800	-		98,800	58,687	40,113
98	Aurora Road	Grayfield Drive	Ballantrae School	2019	790,700	-	790,700	711,630		79,070	46,968	32,102
99	Bloomington Road	W limit of Hamlet of Bloomington	E limit of Hamlet of Bloomington	2019-2020	329,500	-	329,500	296,550		32,950	19,572	13,378
	Traffic Calming											
100	Hoover Park Drive (mini round-abouts)			2022	489,600	-	489,600	-		489,600	290,822	198,778
101	Millard Street (mini round-abouts)			2022	489,600	-	489,600	-		489,600	290,822	198,778
	Intersection improvements											
102	Lakeshore Rd @ Highway 48			2023-2028	153,000		153,000	-		153,000	90,882	62,118
	Sidewalks											
103	Highway 48	Ballantrae Rd	Savoia Phase 3 entrance	2018	705,300	-	705,300	70,530		634,770	377,053	257,717
104	Highway 48	Millard Street	Stouffville Rd	2021	75,600	-	75,600	7,560		68,040	40,416	27,624
105	Highway 48	Stouffville Rd	Sam's Way	2021	377,800	-	377,800	37,780		340,020	201,972	138,048
106	Ninth Line	S limit of Hamlet of Bloomington	N limit of Hamlet of Bloomington	2020-2021	151,100	-	151,100	135,990		15,110	8,975	6,135
107	Ninth Line	S limit existing Musselman Lake	N limit existing Musselman Lake	2020-2021	377,800	-	377,800	340,020		37,780	22,441	15,339
108	Ninth Line	Millard St	Bayberry St	2020-2021	75,100	-	75,100	67,590		7,510	4,461	3,049
109	Ninth Line	Bayberry St	Bethesda Rd N.	2021	135,100	-	135,100	121,590		13,510	8,025	5,485
110	Tenth Line	Hemlock Drive	Forsyth Farm Drive	2020	75,100	-	75,100	67,590		7,510	4,461	3,049
111	Tenth Line	Forsyth Farm Drive	Bethesda Rd N.	2024	165,200	-	165,200	148,680		16,520	9,813	6,707
112	York-Durham Line	S. Townline	Hoover Park Drive	2022	204,200	-	204,200	183,780		20,420	12,129	8,291
113	York-Durham Line	Hoover Park Dr	Main Street	2022	105,100	-	105,100	94,590		10,510	6,243	4,267
114	York-Durham Line	Main St	Forsyth Farm Drive	2024	150,200	-	150,200	135,180		15,020	8,922	6,098
115	York-Durham Line	Forsyth Farm Drive	Bethesda Rd N.	2024	165,200	-	165,200	148,680		16,520	9,813	6,707
116	Aurora Road	Grayfield Drive	Ballantrae School	2018	604,500	-	604,500	544,050		60,450	35,907	24,543
117	Bloomington Road	W limit of Hamlet of Bloomington	E limit of Hamlet of Bloomington	2020-2021	226,700	-	226,700	204,030		22,670	13,466	9,204
118	Downtown Intensification Area	various locations		2021	100,800	-	100,800	90,720		10,080	5,988	4,092

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

Prj .No	Increased Service Needs Attributable to Anticipated Development		Timing (year)	Gross Capital Cost Estimate (2018\$)	Post Period Benefit	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
	2018-2031						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 59%	Non-Residential Share 41%
	From	To									
Creek Crossings- Structures											
119	Crossing - Ringwood Drive Extension at Little Rouge Creek, West Tributary		2018-2031	2,717,300	-	2,717,300	-	-	2,717,300	1,614,076	1,103,224
120	Crossing - Bethesda Rd - Ninth Line to 10th Line		2023	2,717,300	-	2,717,300	-	-	2,717,300	1,614,076	1,103,224
121	Crossing - Bethesda Rd - Highway 48 to 9th Line		2023	2,717,300	-	2,717,300	-	-	2,717,300	1,614,076	1,103,224
122	Crossing - Stouffville Creek - Ninth Line to Tenth Line		2023	6,900,000	-	6,900,000	-	-	6,900,000	4,098,600	2,801,400
Storm Water Management Pond											
123	Beltline SWM Pond - NPV of Principal Payments		2018-2023	887,152	-	887,152	-	-	887,152	526,968	360,184
124	Beltline SWM Pond - NPVof Interest Payments		2018-2023	97,952	-	97,952	-	-	97,952	58,184	39,769
Signals											
125	Highway 48 / Bethesda Road North Leg		2022	219,100	-	219,100	-	-	219,100	130,145	88,955
126	Hoover Park/ Mostar		2021	219,100	-	219,100	-	-	219,100	130,145	88,955
127	(TS27) Tenth Line North / Forsyth Farm Rd		2020	219,100	-	219,100	-	-	219,100	130,145	88,955
128	(TS28) Regional Road 30 / Hoover Park Drive		2021	219,100	-	219,100	-	-	219,100	130,145	88,955
Roundabouts											
129	Tenth Line / Street G		2022	750,000	-	750,000	-	-	750,000	445,500	304,500
Traffic Management Systems											
130	Traffic systems - Arterial roads		2020	177,700	-	177,700	-	-	177,700	105,554	72,146
131	Traffic Timing System - Other Roads		2020	149,200	-	149,200	-	-	149,200	88,625	60,575
Administration and Studies											
132	Project management and administration		2018-2031	1,335,570	-	1,335,570	384,303	-	951,267	565,053	386,215
133	Roundabout Screening Policy / Tool and NetworkScreening Study		2018-2031	56,100	-	56,100	-	-	56,100	33,323	22,777
134	Bethesda Rd Environmental Assessment- (Ninth to Tenth) 2022		2022	224,400	-	224,400	-	-	224,400	133,294	91,106
135	Lakeshore Road Environmental Assessment		2018-2031	168,300	-	168,300	-	-	168,300	99,970	68,330
136	Ringwood Drive Extension Environmental Assessment		2018-2031	280,500	-	280,500	-	-	280,500	166,617	113,883
137	10th Line Improvements and Jog Elimination Environmental Assessment		2018-2031	224,400	-	224,400	-	-	224,400	133,294	91,106
Other											
138	Main St. - NPV of Principal Payments		2018-2031	1,122,744	-	1,122,744	-	-	1,122,744	666,910	455,834
139	Main St. - NPV of Interest Payments		2018-2031	812,544	-	812,544	-	-	812,544	482,651	329,893
140	Owner Const Rds 2011-42-OCP-RD - NPV of Principal Payments		2018-2021	1,865,124	-	1,865,124	-	-	1,865,124	1,107,884	757,240
141	Owner Const Rds 2011-42-OCP-RD - NPV of Interest Payments		2018-2021	152,879	-	152,879	-	-	152,879	90,810	62,069
142	Trailbridges (from 2008 D.C. Study) - NPV of Principal Payments		2018-2023	225,810	-	225,810	-	-	225,810	134,131	91,679
143	Trailbridges (from 2008 D.C. Study) - NPV of Interest Payments		2018-2023	24,932	-	24,932	-	-	24,932	14,810	10,122
Outstanding DC Credits											
	Road/Stream Crossing Hoover Pk Dr Little Rouge Creek - Project #87			1,484,187	-	1,484,187	-	-	1,484,187	881,607	602,580
	Highway 48/Hoover Pk Dr Traffic Signals - Project #97			167,625	-	167,625	-	-	167,625	99,569	68,056
	Highway 48/Sams Way Traffic Signals - Project #98			213,913	-	213,913	-	-	213,913	127,064	86,849
	Highway 48/Hoover Park South Ph1 Streetlights - Project #119			87,751	-	87,751	-	-	87,751	52,124	35,627
	Highway 48/Main to Hoover Ph 1 Streetlights - Project #120			40,620	-	40,620	-	-	40,620	24,128	16,492
	Oversizing Storm Sewers (Mostar site)			87,607	-	87,607	-	-	87,607	52,038	35,568
	Crossing (RB04) - Baker Hill Drive at Little Rouge Creek (West)			3,300,000	-	3,300,000	-	-	3,300,000	1,960,200	1,339,800
	Crossing (RB04) - NPV of Anticipated Interest Payments			1,375,349	-	1,375,349	-	-	1,375,349	816,957	558,392
	Crossing (RB05) - Forsyth Farm Road at Reesor Creek			2,717,300	-	2,717,300	-	-	2,717,300	1,614,076	1,103,224
	Crossing (RB10) - Baker Hill Drive at Little Rouge Creek (East)			2,720,000	-	2,720,000	-	-	2,720,000	1,615,680	1,104,320
	Roundabout - Baker Hill Blvd / Ninth Line			492,800	-	492,800	-	-	492,800	292,723	200,077
	Roundabout - Tenth Line/ Bayers Pond Way			750,000	-	750,000	-	-	750,000	445,500	304,500
	Reserve Fund Adjustment								(2,373,974)	(1,410,140)	(963,833)
	Total			73,953,958	-	73,953,958	15,920,223	-	55,659,762	33,061,899	22,597,863

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

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

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

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

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

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

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

5.3.1 Water Services

The capital needs identified include new watermains, fire protection systems for the Gormley development area, watermain upgrades, and watermain oversizing. The capital needs identified total \$15.4 million. Additional costs included in the calculation of the charge are \$0.4 million for the project management and administration and \$1.4 million in outstanding D.C. credits for works emplaced by developers. Benefit to existing development deductions of \$2.6 million have been made to account for replacement of existing watermains and the non-growth apportionment of project management and administration costs. In addition, deductions have been made for benefit to growth outside the forecast period, \$0.7 million where projects have been explicitly oversized for growth to 2041. Other contributions of \$1.4 million have also been deducted in recognition that only the portion of the local service projects that have been oversized for growth have been included in the calculation of the charge.

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

5.3.2 Wastewater Services

The capital needs identified include pumping station works, new sanitary sewers, and flow monitoring program. In total, the capital works identified account for \$24.1 million of the anticipated \$25.6 million in gross capital costs. The remaining costs included in

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

- \$0.9 million for post-period benefit where projects were explicitly oversized for growth to 2041;
- \$6.7 million reflective of local service contributions; and
- \$0.4 million for the benefit to existing development.

After adding \$1.28 million for the existing reserve fund deficit, \$18.88 million in total net growth-related capital costs have been included in the calculation of the charge.

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

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

Prj.No	Increased Service Needs Attributable to Anticipated Development						Less:			Potential D.C. Recoverable Cost		
	2018-2031		Timing (year)	Gross Capital Cost Estimate (2018\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
	Project Name	Project Description									73%	27%
W01	Bethesda Side Road #1	New 300 mm diameter watermain along Bethesda Side Road from Ninth Line to W10. Two creek crossings.	2023	1,806,000	-		1,806,000		-	1,806,000	1,322,080	483,920
W02	Bethesda Side Road #2	New 300 mm diameter watermain along Bethesda Side Road from W10 to W09	2023	396,000	-		396,000		-	396,000	289,891	106,109
W03	Bethesda Side Road #3	New 300 mm diameter watermain along Bethesda Side Road from W09 to W08	2023	661,000	-		661,000		-	661,000	483,884	177,116
W04	Hwy 48 #1	New 300 mm diameter watermain along Hwy 48 from Main Street to Hoover Park Drive. One creek crossing	2021-2026	1,693,000	-		1,693,000		-	1,693,000	1,239,359	453,641
W05	PRV Hwy 48	New Zone 2/3 PRV along Hwy 48, south of Main Street. Exact location to be determined.	2021-2026	69,000	-		69,000		-	69,000	50,511	18,489
W06	York Durham Line #1	New 300 mm diameter watermain along Main Street and York Durham Line, from Stouffville Well 1&2 to Loretta Crescent. Potential issues with groundwater during construction based on historical construction in this area	2019	703,000	-		703,000		-	703,000	514,630	188,370
W07	York Durham Line #2	New 200 mm diameter watermain along York Durham Line, between Bethesda Side Road and Main Street	2020-2022	570,000	-		570,000		-	570,000	417,268	152,732
W08	Bethesda Side Road #4	New 300 mm diameter watermain along Bethesda Side Road from W01 to Hwy 48	2023	320,000	-		320,000	160,000	-	160,000	117,128	42,872
W20	Future Road #13	New 300 mm diameter watermain along future road in northeast corner of Stouffville, connecting W34 to Ninth Line	2019	905,000	108,000		797,000	181,000	-	616,000	450,942	165,058
W21	PRV Future Road	New Zone 1/2 PRV along W20. Exact location to be determined.	2022-2025	69,000	-		69,000	13,800	-	55,200	40,409	14,791
W22	Main Street	300 mm watermain upgrade along Main Street from Ninth Line to Park Drive. One railway and one creek crossing.	2019-2020	1,880,000	-		1,880,000	940,000	-	940,000	688,126	251,874
W23	Second Street	200 mm watermain upgrade along Second Street from Ninth Line to Albert Street.	2019-2024	521,000	-		521,000	260,500	-	260,500	190,699	69,801
W24	Commercial Street	150 mm watermain upgrade along Commercial Street from Church Street North to Mill Street	2019-2024	148,000	-		148,000	74,000	-	74,000	54,172	19,828
W25	Church Street North	200 mm watermain upgrade along Church Street North from Main Street to Warriner Street	2019-2024	321,000	-		321,000	16,500	-	304,500	222,909	81,591
W26	O'Brien Avenue	150 mm watermain upgrade along O'Brien Avenue from Main Street to Burkholder Street	2019-2024	235,000	-		235,000	117,500	-	117,500	86,016	31,484
W27	Lloyd Street	150 mm watermain upgrade along Lloyd Street from Main Street to Rose Avenue	2019-2024	377,000	-		377,000	188,500	-	188,500	137,991	50,509
W28	Orchard Park Boulevard	200 mm watermain upgrade along Orchard Park Boulevard from Main Street to Sunset Boulevard	2019-2024	231,000	-		231,000	115,500	-	115,500	84,552	30,948
W29	PRV Millard Street	New Zone 1/2 PRV along Millard Street. Exact location to be determined.	2019	69,000	-		69,000	34,500	-	34,500	25,256	9,244
W31	Mill Street	200 mm watermain upgrade along Mill Street from Main Street to Freel	2019-2024	119,000	-		119,000	59,500	-	59,500	43,557	15,943
W34	Future Road #15	New 300 mm diameter watermain along future road in northeast corner of Stouffville, connecting W19 to W20. One railway crossing and one creek crossing.	2020-2022	2,104,000	534,000		1,570,000		1,397,000	173,000	126,644	46,356
W36	HWY 48 #2	New 300 mm diameter watermain along Hwy 48	2023	784,000	-		784,000	392,000	-	392,000	286,963	105,037
W38	York Durham Line #3	New 200 mm diameter watermain along York Durham Line, between Bethesda Side Road and Main Street	2020-2022	304,000	-		304,000		-	304,000	222,543	81,457
W39	Gormley Fire Protection	New 300 mm diameter fire protection watermain on Stouffville Road from Union Street west (347m)	2022	486,000	-		486,000		-	486,000	355,776	130,224
W40	Gormley Fire Protection	New 300 mm diameter fire protection watermain on Union Street from Stouffville Street south (453 m)	2022	630,000	-		630,000		-	630,000	461,191	168,809
	Project Management and Administration		2018-2031	376,267	15,685	-	360,582	62,380		298,201	218,298	79,903
	Outstanding DC Credits			-	-		-			-	-	-
	Well & Pump, Storage Tank & High Lift Pumps-(Rice Gormley Well Site)			1,111,268			1,111,268			1,111,268	813,502	297,765
	Oversizing Baker Hill Watermain 400mm Main to Tovtel			97,924			97,924			97,924	71,685	26,239
	W54 (New 400 mm diameter watermain on Baker Hill Blvd from Millard St to 240 m north of Millard St (Oversizing only))			164,295			164,295			164,295	120,272	44,023
	Reserve Fund Adjustment			-	-		-			921,539	674,612	246,927
	Total			17,150,754	657,685	-	16,493,069	2,615,680	1,397,000	13,401,927	9,810,866	3,591,061

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

Prj.No	Increased Service Needs Attributable to Anticipated Development		Timing (year)	Gross Capital Cost Estimate (2018\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
	2018-2031	2018-2031						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
	Project Name	Project Description								74%	26%	
WW03	New SW Sanitary Pumping Station	40 L/s New SPS south of Sam's Way to existing Rougeview SPS forcemain	2022-2026	1,687,000	-	-	1,687,000	-	-	1,687,000	1,245,667	441,333
WW04	New SW Forcemain	250mm forcemain from New SPS south of Sam's Way to existing Rougeview SPS forcemain	2022-2026	803,000	-	-	803,000	-	-	803,000	592,929	210,071
WW06	Subtrunk 2 (Part 1 of 2)	450mm sewer of future road (Subtrunk 2)	2019	1,294,000	-	-	1,294,000	-	1,143,000	151,000	111,497	39,503
WW08	Subtrunk 1 Extension (Part 1 of 6)	600mm sewer on York/Durham Line from the existing subtrunk 1 sewer north of Hoover Park Drive to Main Street	2019	4,917,000	-	-	4,917,000	-	-	4,917,000	3,630,674	1,286,326
WW09	Subtrunk 1 Extension (Part 2 of 6)	450mm sewer on York/Durham Line from Main Street to the north limit of CamFella development	2019	2,923,000	-	-	2,923,000	-	-	2,923,000	2,158,320	764,680
WW10	Subtrunk 1 Extension (Part 3 of 6)	450mm sewer on York/Durham Line from the north limit of CamFella development to Forsyth Farm Drive	2018-2021	1,000,000	-	-	1,000,000	-	-	1,000,000	738,392	261,608
WW11	Subtrunk 1 Extension (Part 4 of 6)	450mm sewer on Forsyth Farm Drive from York/Durham Line to Keeler Avenue	2018-2021	3,414,000	576,000	-	2,838,000	-	2,582,000	256,000	189,028	66,972
WW12	Subtrunk 1 Extension (Part 5 of 6)	450mm sewer on Keeler Avenue from Forsyth Farm Drive to the connection to subtrunk 15 on future road to the north	2019-2021	773,000	27,000	-	746,000	-	724,000	22,000	16,245	5,755
WW16	Subtrunk 3 Extension	300mm sewer from the existing subtrunk 3 sewer north of Greenwood Road to the north side of the Go Transit Railway	2020-2022	1,109,000	-	-	1,109,000	-	-	1,109,000	818,877	290,123
WW18	Subtrunk 18	300mm sewer on Bethesda Road from future sewer to the west of the creek (Subtrunk 18)	2023	1,339,000	-	-	1,339,000	-	-	1,339,000	988,707	350,293
WW19	Subtrunk 10 Extension	450mm sewer on Baker Hill Road from the existing subtrunk 10 sewer on Baker Hill Road to West Lawn Crescent	2019	576,000	-	-	576,000	-	496,000	80,000	59,071	20,929
WW20	Subtrunk 10 Extension	450mm sewer on Ninth Line from Baker Hill Road to future road south of Bethesda Road	2019	2,135,000	146,000	-	1,989,000	-	717,000	1,272,000	939,235	332,765
WW21	Subtrunk 10 Extension	450mm sewer on future road south of Bethesda Road east of Ninth Line	2019	1,004,000	82,000	-	922,000	-	866,000	56,000	41,350	14,650
WW24	Rougeview SPS Decommission	Rougeview Sanitary Pumping Station Decommission	2022-2026	50,000	-	-	50,000	-	-	50,000	36,920	13,080
WW27	Subtrunk 10 Extension	450mm sewer on Baker Hill Road - Creek Crossing	2019	587,000	44,000	-	543,000	146,750	396,250	396,250	292,588	103,662
WW31	Flow Monitoring	Flow Monitoring Program (5 years)	2019-2023	500,000	-	-	500,000	250,000	250,000	250,000	184,598	65,402
	Project Management and Administration		2018-2031	589,064	21,377	-	567,686	9,693	159,488	398,505	294,253	104,252
	Outstanding DC Credits											
	SW Forcemain - Project #1			28,514	-	-	28,514	-	-	28,514	21,055	7,460
	S06 (New 375 mm diameter sewermain on Ninth Line from 240 north of Baker Hill Blvd to Baker Hill Blvd)			390,348	-	-	390,348	-	-	390,348	288,230	102,118
	S07 (New 450/525 mm sewermain on Baker Hill Blvd north east on future road alignment (Oversizing only))			212,372	-	-	212,372	-	-	212,372	156,814	55,558
	S08 sanitary sewer			259,275	-	-	259,275	-	-	259,275	191,447	67,828
	Reserve Fund Adjustment			-	-	-	-	-	-	1,275,341	941,702	333,639
	Total	Total		25,590,573	896,377	-	24,694,195	406,443	6,687,488	18,875,606	13,937,598	4,938,008

6. D.C. Calculation

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

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

Table 6-5 summarizes the schedule of charges reflecting the maximum D.C.s by residential dwelling type, and per sq.ft. of G.F.A. for non-residential development. Table 6-6 compares the Town's existing charges to the charges proposed herein, for a single detached residential dwelling unit and per sq.ft. of G.F.A. for non-residential development. The calculated charges for a fully service single detached residential dwelling unit are \$23,626 and this represents an increase of \$9,226 per unit or an increase of 64% over the current rates. Similarly, the calculated charge per sq.ft. of non-residential G.F.A. in fully serviced areas is \$7.08 and represents an increase of \$2.77 per sq.ft. or 64% over current rates.

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

SERVICE	2018\$ D.C.-Eligible Cost		2018\$ D.C.-Eligible Cost	
	Residential	Non-Residential	SDU	per ft ²
	\$	\$	\$	\$
1. Leisure Services	33,503,559	1,289,730	8,748	0.27
2. Library Services	3,441,029	181,107	898	0.04
3. By-Law Enforcement Services	31,502	11,068	8	0.00
4. Administration Studies	2,359,642	1,215,573	616	0.26
TOTAL	\$39,335,732	\$2,697,478	\$10,271	0.57
D.C.-Eligible Capital Cost	\$39,335,732	\$2,697,478		
10-Year Gross Population/GFA Growth (sq.ft.)	12,278	4,758,800		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$3,203.76	\$0.57		
By Residential Unit Type	P.P.U.			
Single and Semi-Detached Dwelling	3.21	\$10,271		
Apartments - 2 Bedrooms +	2.09	\$6,686		
Apartments - Bachelor and 1 Bedroom	1.43	\$4,581		
Other Multiples	2.55	\$8,176		

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

SERVICE	2018\$ D.C.-Eligible Cost		2018\$ D.C.-Eligible Cost	
	Residential	Non-Residential	SDU	per ft ²
	\$	\$	\$	\$
5. Roads Services	33,061,899	22,597,863	7,221	3.91
6. Fire Protection Services	2,683,880	2,286,268	586	0.40
7. Public Works Services	550,711	228,712	120	0.04
TOTAL	\$36,296,489	\$25,112,844	\$7,927	4.35
D.C.-Eligible Capital Cost	\$36,296,489	\$25,112,844		
20-Year Gross Population/GFA Growth (sq.ft.)	14,677	5,768,900		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$2,473.02	\$4.35		
By Residential Unit Type	P.P.U.			
Single and Semi-Detached Dwelling	3.21	\$7,928		
Apartments - 2 Bedrooms +	2.09	\$5,161		
Apartments - Bachelor and 1 Bedroom	1.43	\$3,536		
Other Multiples	2.55	\$6,311		

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

SERVICE	2018\$ D.C.-Eligible Cost		2018\$ D.C.-Eligible Cost	
	Residential	Non-Residential	SDU	per ft ²
	\$	\$	\$	\$
8. Water Services	9,810,866	3,591,061	2,202	0.81
TOTAL	\$9,810,866	\$3,591,061	\$2,202	0.81
D.C.-Eligible Capital Cost	\$9,810,866	\$3,591,061		
Buildout Gross Population/GFA Growth (sq.ft.)	14,282	4,416,200		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$686.94	\$0.81		
By Residential Unit Type	P.P.U.			
Single and Semi-Detached Dwelling	3.21	\$2,202		
Apartments - 2 Bedrooms +	2.09	\$1,434		
Apartments - Bachelor and 1 Bedroom	1.43	\$982		
Other Multiples	2.55	\$1,753		

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

SERVICE	2018\$ D.C.-Eligible Cost		2018\$ D.C.-Eligible Cost	
	Residential	Non-Residential	SDU	per ft ²
	\$	\$	\$	\$
9. Wastewater Services	13,937,598	4,938,008	3,226	1.35
TOTAL	\$13,937,598	\$4,938,008	\$3,226	1.35
D.C.-Eligible Capital Cost	\$13,937,598	\$4,938,008		
Buildout Gross Population/GFA Growth (sq.ft.)	13,853	3,659,300		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$1,006.11	\$1.35		
By Residential Unit Type	P.P.U.			
Single and Semi-Detached Dwelling	3.21	\$3,226		
Apartments - 2 Bedrooms +	2.09	\$2,100		
Apartments - Bachelor and 1 Bedroom	1.43	\$1,439		
Other Multiples	2.55	\$2,568		

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

Service	RESIDENTIAL				NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Other Multiples	(per sq.ft. of Gross Floor Area)
Municipal Wide Services:					
Roads Services	7,221	4,701	3,221	5,748	3.91
Fire Protection Services	586	381	261	466	0.40
Public Works Services	120	78	54	96	0.04
Leisure Services	8,748	5,695	3,902	6,964	0.27
Library Services	898	585	401	715	0.04
By-Law Enforcement Services	8	5	4	7	0.00
Administration Studies	616	401	275	490	0.26
Total Municipal Wide Services	18,198	11,846	8,118	14,486	4.92
Urban Services					
Wastewater Services	3,226	2,100	1,439	2,568	1.35
Water Services	2,202	1,433	982	1,753	0.81
Total Urban Services	5,428	3,533	2,421	4,321	2.16
GRAND TOTAL RURAL AREA	18,198	11,846	8,118	14,486	4.92
URBAN SERVICED AREAS					
GRAND TOTAL WASTEWATER SERVICED AREAS	21,424	13,946	9,557	17,054	6.27
GRAND TOTAL WATER SERVICES SERVICED AREAS	20,400	13,279	9,100	16,239	5.73
GRAND TOTAL WATER AND WASTEWATER SERVICED AREAS	23,626	15,379	10,539	18,807	7.08

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

Service	Residential (Single Detached) Comparison				Non-Residential (per sq.ft.) Comparison			
	Current	Calculated	Difference (\$)	Difference (%)	Current	Calculated	Difference (\$)	Difference (%)
Municipal Wide Services:								
Roads Services	3,294	7,221	3,927	119%	2.41	3.91	1.50	62%
Fire Protection Services	532	586	54	10%	0.40	0.40	-	0%
Public Works Services	531	120	(411)	-77%	0.19	0.04	(0.15)	-79%
Leisure Services	6,624	8,748	2,124	32%	0.36	0.27	(0.09)	-24%
Library Services	672	898	226	34%	0.05	0.04	(0.01)	-23%
By-Law Enforcement Services	-	8	8		-	0.00	0.00	
Administration Studies	185	616	431	233%	0.08	0.26	0.18	221%
Total Municipal Wide Services	11,838	18,198	6,360	54%	3.49	4.92	1.43	41%
Area Specific Services:								
Wastewater Services	1,068	3,226	2,158	202%	0.35	1.35	1.00	286%
Water Services	1,494	2,202	708	47%	0.47	0.81	0.34	72%
Total Area Specific Services	2,562	5,428	2,866	112%	0.82	2.16	1.34	163%
Grand Total - Urban Area	14,400	23,626	9,226	64%	4.31	7.08	2.77	64%

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 Town's existing policies and haven been updated in some cases based on staff recommendations; however, there are items under consideration at this time and these may be refined prior to adoption of the by-law.

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:

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

7.1 D.C. By-law Structure

It is recommended that:

- the Town uses a uniform municipal-wide D.C. calculation for all municipal services, except for water and wastewater services which will be recovered from the municipally serviced areas only;

- the municipally serviced area for water services includes Stouffville, Ballantrae/Musselman Lake and Gormley anticipated development only;
- the municipally serviced area for wastewater includes Stouffville anticipated development only; and
- one municipal development charge 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 15 years. Costs allocated to non-residential uses will be assigned to industrial and commercial/institutional uses based on the G.F.A. constructed. Where G.F.A. is defined as:
 - In the case of a residential building or structure, the total area of all floors above grade of a dwelling unit measured between the outside surfaces of

exterior walls or between the outside surfaces of exterior walls and the centre line of party walls dividing the dwelling unit from any other dwelling unit or other portion of a building; and

- in the case of a non-residential building or structure, or in the case of a mixed-use building or structure in respect of the non-residential portion thereof, the total area of all building floors above or below grade measured between the outside surfaces of the exterior walls, or between the outside surfaces of exterior walls and the centre line of party walls dividing a non-residential use and a residential use, except for:
 - a room or enclosed area within the building or structure above or below that is used exclusively for the accommodation of heating, cooling, ventilating, electrical, mechanical or telecommunications equipment that service the building;
 - loading facilities above or below grade;
 - a part of the building or structure below grade that is used for storage or other accessory use; and
 - a part of the building or structure below grade that is used for the parking of motor vehicles unless the area is used for the storage of motor vehicles prior to being sold or rented to the general public or where the building or structure is used for the sale or renting of motor vehicle to the general public.

- 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 G.F.A. 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

- Industrial building additions of up to and including 50% of the existing G.F.A. (defined in O.Reg. 82/98, s.1) of the building; for industrial building additions which exceed 50% of the existing G.F.A., only the portion of the addition in excess of 50% is subject to D.C.s (s.4(3));
- Buildings or structures owned by and used for the purposes of any Town, local board or Board of Education (s.3); 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 (based on prescribed limits set out in s.2 of O.Reg. 82/98).

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

- the G.F.A. of an existing industrial building is enlarged where there is a bona fide increase in the size of the existing industrial building, the enlarged area is attached to the existing industrial building, there is a direct means of ingress and egress from the existing industrial building to and from the enlarged areas for persons, goods, and equipment, and the existing industrial building and the enlarged area are used for or in connection with an industrial purpose as set out in the by-law definitions. 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;
- 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; and
- the exemption of an existing industrial building provided by this section shall be applied to a maximum of fifty percent (50%) of the G.F.A. that was existing on the date of passage of this By-law.

b) Non-statutory exemptions

- development of non-residential farm buildings constructed for an agricultural use.

7.2.5 Phase in Provision(s)

No provisions for phasing in the D.C. are provided in the proposed D.C. by-law. However, a transition period of approximately 4 months has been provided from the proposed date of by-law passage (September 11, 2018) until January 1, 2019 when the new by-law will come into effect.

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. However, Council may enter into agreements providing for all or any part of D.C.s to be paid after it would otherwise be payable.

In particular, the D.C. By-law include provisions to reflect the following:

- Upon written request by the developer, Council may enter into a D.C. deferral agreement for a high density residential development, requiring the payment of 50% of the development charge at the time of first building permit issuance and 50% at the time of occupancy permission; and
- Upon written request by the developer, Council may enter into a D.C. deferral agreement for a hotel development, requiring the payment of 50% of the development charge at the time of first building permit issuance and 50% three years after the date of foundation permit, subject to Town staff consideration

7.2.7 Indexing

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

7.2.8 D.C. Spatial Applicability

The D.C.A. historically has provided the opportunity for a municipality to impose municipal-wide charges or area specific charges. Sections 2(7) and 2(8) of the D.C.A. provide that a D.C. by-law may apply to the entire municipality or only part of it and more than one D.C. by-law may apply to the same area. Amendments to the D.C.A. now require municipalities to consider the application of municipal-wide and area-

specific D.C.s. s.10(2)(c.1) requires Council to consider the use of more than one D.C. by-law to reflect different needs from services in different areas. Most municipalities in Ontario have established uniform, municipal-wide D.C.s. This has been the Town's approach in prior D.C. by-laws, with the exception of its approach for water and wastewater services, which are only applied in the urban serviced areas. When area-specific charges are used, it is generally to underpin master servicing and front-end financing arrangements for more localized capital costs.

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

- The ten-year service level from all applicable services across the Town can be included to establish an upper ceiling on the amount of funds which can be collected. If a D.C. by-law applied to only a part of the municipality, the level of service cannot exceed that which would be determined if the by-law applied to the whole municipality. As such, when applied to forecast growth within the specific area, it would establish an area specific level of service ceiling which could reduce the total revenue recoverable for the Town, potentially resulting in D.C. revenue shortfalls and impacts on property taxes and user rates.
- Town-wide D.C.s ensures a consistent approach to financing the entire cost associated with growth-related capital projects. For example, user rates and property taxes are required to finance the share of growth-related capital projects not recoverable by D.C.s and all associated operating costs. Therefore, the use of area specific D.C.s results in a share of growth-related capital costs being recovered from a specific area, with the remaining capital costs of the projects (i.e. non-D.C. recoverable share) and the associated operating costs with those new assets being recovered from uniform user rates and property taxes, applied to the entire Town.
- Attempting to impose an area-specific D.C. potentially causes equity issues in transitioning from a Town-wide approach to an area-specific approach. An area municipality that is less developed and becomes subject to an area specific D.C., could face a significant increase in D.C. rates, as the municipality will not benefit from drawing on the pool of D.C. funding and may have contributed Regional D.C.s to fund capital required to support development in other communities of the Town. Whereas, another part of the municipality that has experienced significant growth which required substantial capital investments, benefitted from the capital investments being financed by Town-wide D.C.s. The implementation of area specific development charges could result in varying D.C.s across the Town, which may impact the ability to attract investment into parts of the community.

- Services are generally available across the Town, used often by all residents and are not restricted to one specific geographic area. The use of a Town-wide D.C. approach reflects these system-wide benefits of service and more closely aligns with the funding principles of service provision (e.g. uniform Town-wide water and wastewater rates, property tax rates, etc.).

Based on the foregoing and discussions with Town staff, there is no apparent justification for the establishment of area-specific D.C.s at this time. The recommendation is to continue to apply Town-wide D.C.s for all services, excluding water and wastewater services, which will only be applied in the urban serviced areas of the Town.

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 nine (9) separate reserve funds, including: Leisure Services, Library Services, By-Law Enforcement Services, Administration Studies, Roads Services, Fire Protection Services, Public Works Services, Water Services, and Wastewater Services.

7.3.2 By-law In-force Date

The proposed by-law under D.C.A., 1997 will come into force on January 1st, 2019.

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. Background Study dated July 12, 2018, subject to further annual review during the capital budget process;”

“Approve the D.C. Background Study dated July 12, 2018;”

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

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

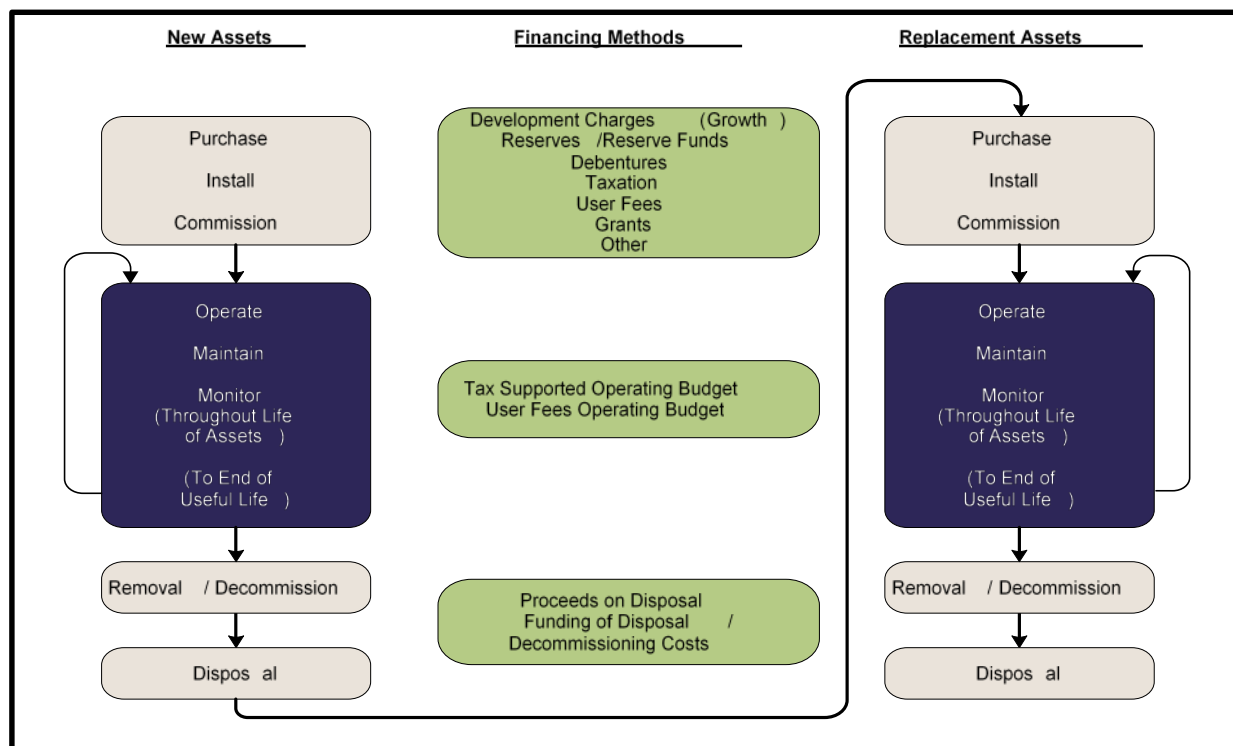
8. Asset Management Plan

The changes to the D.C.A. (new section 10(c.2)) in 2016 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.**

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

In recognition to the schematic in Section 8.1, the following table (presented in 2018\$) has been developed to provide the annualized expenditures and revenues associated with new growth. Note that the D.C.A. does not require an analysis of the non-D.C. capital needs or their associated operating costs so these are omitted from the table below. Furthermore, as only the present infrastructure gap been considered at this time within the A.M.P., the following does not represent a fiscal impact assessment (including future tax/rate increases) but provides insight into the potential affordability of the new assets:

1. The non-D.C. recoverable portion of the projects which will require financing from Town financial resources (i.e. taxation, rates, fees, etc.). This amount has been presented on an annual debt charge amount based on 20-year financing.
2. Lifecycle costs for the 2018 D.C. capital works have been presented based on a sinking fund basis. The assets have been considered over their estimated useful lives.
3. Incremental operating costs for the D.C. services (only) have been included.
4. The resultant total annualized expenditures are \$16.9 million.
5. Consideration was given to the potential new taxation and user fee revenues which will be generated as a result of new growth. These revenues will be available to finance the expenditures above. The new operating revenues are \$12.3 million. This amount, totalled with the existing operating revenues of \$80.4 million, provide annual revenues of \$92.7 million by the end of the period.
6. In consideration of the above, the capital plan is deemed to be financially sustainable.

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

	Sub-Total	2031 (Total)
Expenditures (Annualized)		
Annual Debt Payment on Non-Growth Related Capital ¹		3,260,202
Annual Debt Payment on Post Period Capital ²		397,980
Lifecycle:		
Annual Lifecycle - Town Wide Services	\$5,356,522	
Annual Lifecycle - Area Specific Services ³	\$1,994,054	
Sub-Total - Annual Lifecycle	\$7,350,576	\$7,350,576
Incremental Operating Costs (for D.C. Services)		\$6,285,702
Total Expenditures		\$16,896,480
Revenue (Annualized)		
Total Existing Revenue ⁴		\$80,417,053
Incremental Tax and Non-Tax Revenue (User Fees, Fines, Licences, etc.)		\$12,275,285
Total Revenues		\$92,692,338

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

² Interim Debt Financing for Post Period Benefit

³ All area-specific infrastructure costs have been included

⁴ As per Sch. 10 of FIR

9. By-law Implementation

9.1 Public Consultation

This chapter addresses the mandatory, formal public consultation process (subsection 8.1.2), as well as the optional, informal consultation process (subsection 8.1.3). The latter is designed to seek the co-operation and involvement of those involved, in order to produce the most suitable policy. Section 8.2 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 Local Planning Appeal Tribunal (L.P.A.T.) (formerly the Ontario Municipal Board (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, G.F.A. 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:

- 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;
- s.s.10 (4) lists the persons/organizations who must be given notice; and
- 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:

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

Where a by-law is not appealed to the L.P.A.T., 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 L.P.A.T. Hearing in response to an appeal.

Any person or organization may appeal a D.C. by-law to the L.P.A.T. 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:

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

Sections 20 to 25 of the D.C.A., 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 L.P.A.T.

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 Whitchurch-Stouffville
Residential Growth Forecast Summary**

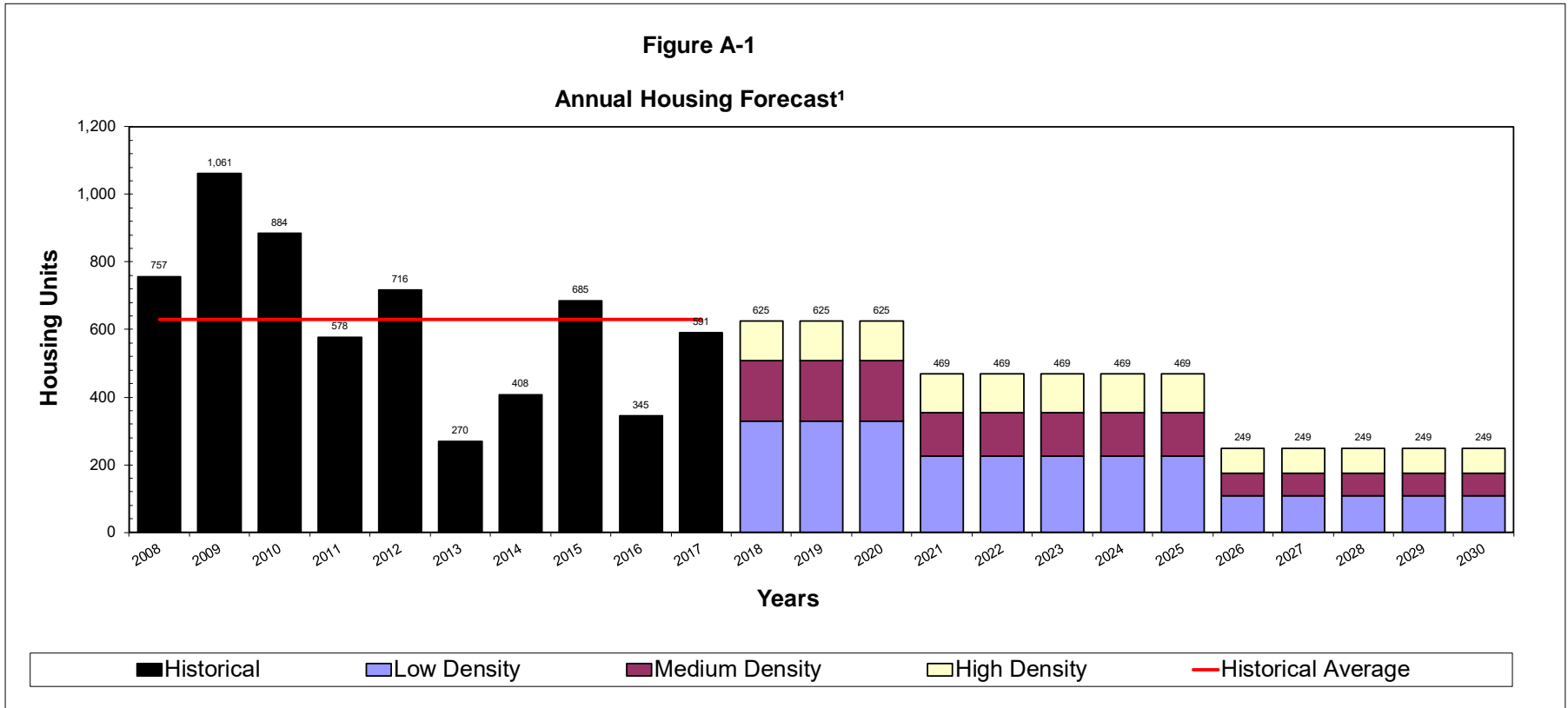
Year	Population (Including Census Undercount) ¹	Excluding Census Undercount			Housing Units						Person Per Unit (PPU): Total Population/ Total Households	
		Population	Institutional Population	Population Excluding Institutional Population	Singles & Semi-Detached	Multiple Dwellings ²	Apartments ³	Other	Total Households	Equivalent Institutional Households		
Historical	Mid 2006	26,590	25,792	320	25,472	6,960	745	790	15	8,510	291	3.031
	Mid 2011	38,800	37,628	418	37,210	10,940	1,355	730	15	13,040	380	2.886
	Mid 2016	47,260	45,837	492	45,345	12,530	1,930	885	15	15,360	447	2.984
Forecast	Mid 2018	49,510	48,016	528	47,488	13,195	2,044	1,042	15.0	16,296	480	2.946
	Mid 2028	59,250	57,466	621	56,845	15,526	3,353	2,119	15.00	21,013	565	2.735
	Mid 2031	60,600	58,772	631	58,141	15,851	3,552	2,343	15.0	21,761	574	2.701
Incremental	Mid 2006 - Mid 2011	12,210	11,836	98	11,738	3,980	610	-60	0	4,530	89	
	Mid 2011 - Mid 2016	8,460	8,209	74	8,135	1,590	575	155	0	2,320	67	
	Mid 2016 - Mid 2018	2,250	2,179	36	2,143	665	114	157	0	936	33	
	Mid 2018 - Mid 2028	9,740	9,450	93	9,357	2,331	1,309	1,077	0	4,717	85	
	Mid 2018 - Mid 2031	11,090	10,756	103	10,653	2,656	1,508	1,301	0	5,465	94	

Source: Watson & Associates Economists Ltd., 2018.

1. Census Undercount estimated at approximately 3.1%. Note: Population including the Census Undercount has been rounded.

2. Includes townhomes and apartments in duplexes.

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



Source: Historical housing activity derived from Town of Whitchurch-Stouffville building permit data, 2008-2017.

1. Growth Forecast represents calendar year.

Schedule 2
Town of Whitchurch-Stouffville
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, Excluding Institutional	Institutional Population	Net Population Including Institutional
Stouffville Built Up Area	2018 - 2028	0	418	595	1,013	2,125	(1,109)	1,016	57	1,073
	2018 - 2031	0	569	810	1,379	2,892	(1,323)	1,569	63	1,632
Phase 1	2018 - 2028	0	0	15	15	27	(916)	(889)	0	(889)
	2018 - 2031	0	0	20	20	36	(1,093)	(1,057)	0	(1,057)
Phase 2	2018 - 2028	1,589	542	333	2,464	7,069	(282)	6,787	15	6,802
	2018 - 2031	1,589	542	333	2,464	7,069	(337)	6,732	16	6,748
Phase 3	2018 - 2028	573	314	134	1,021	2,877	0	2,877	0	2,877
	2018 - 2031	846	352	138	1,336	3,856	0	3,856	0	3,856
Ballantrae	2018 - 2028	75	35	0	110	330	(412)	(82)	22	(60)
	2018 - 2031	98	45	0	143	429	(492)	(63)	24	(39)
Vandorf	2018 - 2028	2	0	0	2	6	(132)	(126)	0	(126)
	2018 - 2031	3	0	0	3	10	(158)	(148)	0	(148)
Gormley	2018 - 2028	0	0	0	0	0	(6)	(6)	0	(6)
	2018 - 2031	0	0	0	0	0	(7)	(7)	0	(7)
Bloomington - Rural	2018 - 2028	92	0	0	92	295	(515)	(220)	0	(220)
	2018 - 2031	120	0	0	120	385	(614)	(229)	0	(229)
Unallocated	2018 - 2028	0	0	0	0	0	0	0	0	0
	2018 - 2031	0	0	0	0	0	0	0	0	0
Town of Whitchurch-Stouffville	2018 - 2028	2,331	1,309	1,077	4,717	12,728	(3,372)	9,356	94	9,450
	2018 - 2031	2,656	1,508	1,301	5,465	14,677	(4,024)	10,653	103	10,756

Source: Watson & Associates Economists Ltd., 2018.

1. Includes townhomes and apartments in duplexes.

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

Schedule 3
Town of Whitchurch-Stouffville
Current Year Growth Forecast
Mid 2016 to Mid 2018

		Population
Mid 2016 Population		45,837
Occupants of New Housing Units, Mid 2016 to Mid 2018	<i>Units (2)</i>	936
	<i>multiplied by persons per unit (3)</i>	3,094
	<i>gross population increase</i>	2,896
Occupants of New Equivalent Institutional Units, Mid 2016 to Mid 2018	<i>Units</i>	33
	<i>multiplied by persons per unit</i>	1,100
	<i>gross population increase</i>	36
Decline in Housing Unit Occupancy, Mid 2016 to Mid 2018	<i>Units (4)</i>	15,360
	<i>multiplied by ppu decline rate (5)</i>	-0.0490
	<i>total decline in population</i>	-753
Population Estimate to Mid 2018		48,016
<i>Net Population Increase, Mid 2016 to Mid 2018</i>		2,179

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

(2) Estimated residential units constructed, Mid 2016 to the beginning of the growth period, assuming a six month lag between construction and occupancy.

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

Structural Type	Persons Per Unit ¹	% Distribution of Estimated Units ²	Weighted Persons Per Unit Average
<i>Singles & Semi Detached</i>	3.487	71%	2.478
<i>Multiples (6)</i>	2.609	12%	0.318
<i>Apartments (7)</i>	1.778	17%	0.298
Total		100%	3.094

¹ Based on 2016 Census custom database

² Based on Building permit/completion activity

(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 Whitchurch-Stouffville
Ten Year Growth Forecast
Mid 2018 to Mid 2028

		Population
Mid 2018 Population		48,016
Occupants of New Housing Units, Mid 2018 to Mid 2028	<i>Units (2)</i>	4,717
	<i>multiplied by persons per unit (3)</i>	2,698
	<i>gross population increase</i>	12,728
Occupants of New Equivalent Institutional Units, Mid 2018 to Mid 2028	<i>Units</i>	85
	<i>multiplied by persons per unit</i>	1.100
	<i>gross population increase</i>	94
Decline in Housing Unit Occupancy, Mid 2018 to Mid 2028	<i>Units (4)</i>	16,296
	<i>multiplied by ppu decline rate (5)</i>	-0.2069
	<i>total decline in population</i>	-3,372
Population Estimate to Mid 2028		57,466
<i>Net Population Increase, Mid 2018 to Mid 2028</i>		<i>9,450</i>

(1) Mid 2018 Population based on:

2016 Population (45,837) + Mid 2016 to Mid 2018 estimated housing units to beginning of forecast period (936 x 3.094 = 2,896) + (33 x 1.100 = 36) + (15,360 x -0.0490 = -753) = 48,016.

(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
<i>Singles & Semi Detached</i>	3.206	49%	1.584
<i>Multiples (6)</i>	2.552	28%	0.708
<i>Apartments (7)</i>	1.778	23%	0.406
<i>one bedroom or less</i>	1.430		
<i>two bedrooms or more</i>	2.087		
Total		100%	2.698

¹ Persons per unit based on adjusted Statistics Canada Custom 2016 Census database.

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

(4) Mid 2018 households based upon 15,360 (2016 Census) + 936 (Mid 2016 to Mid 2018 unit estimate) = 16,296

(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 Whitchurch-Stouffville
Thirteen Year Growth Forecast
Mid 2018 to Mid 2031

		Population
Mid 2018 Population		48,016
Occupants of New Housing Units, Mid 2018 to Mid 2031	<i>Units (2)</i>	5,465
	<i>multiplied by persons per unit (3)</i>	2,686
	<i>gross population increase</i>	14,677
Occupants of New Equivalent Institutional Units, Mid 2018 to Mid 2031	<i>Units</i>	94
	<i>multiplied by persons per unit</i>	1,100
	<i>gross population increase</i>	103
Decline in Housing Unit Occupancy, Mid 2018 to Mid 2031	<i>Units (4)</i>	16,296
	<i>multiplied by ppu. decline rate (5)</i>	-0.2470
	<i>total decline in population</i>	-4,024
Population Estimate to Mid 2031		58,772
<i>Net Population Increase, Mid 2018 to Mid 2031</i>		10,756

(1) Mid 2018 Population based on:

2016 Population (45,837) + Mid 2016 to Mid 2018 estimated housing units to beginning of forecast period (936 x 3.094 = 2,896) + (33 x 1.100 = 36) + (15,360 x -0.0490 = -753) = 48,016.

(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
<i>Singles & Semi Detached</i>	3.206	49%	1.558
<i>Multiples (6)</i>	2.552	28%	0.704
<i>Apartments (7)</i>	1.778	24%	0.423
<i>one bedroom or less</i>	1.430		
<i>two bedrooms or more</i>	2.087		
Total		100%	2.686

¹ Persons per unit based on Statistics Canada Custom 2016 Census database.

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

(4) Mid 2018 households based upon 15,360 (2016 Census) + 936 (Mid 2016 to Mid 2018 unit estimate) = 16,296

(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 6a
Town of Whitchurch-Stouffville
Summary Of Potential Housing Supply by Status/Type of Development
Stouffville Built Up Area

Stage of Development	Density Type			
	Singles & Semi-Detached	Multiples ¹	Apartments ²	Total
Registered Not Built	0	0	67	67
<i>% Breakdown</i>	<i>0%</i>	<i>0%</i>	<i>100%</i>	<i>100%</i>
Draft Plans Approved	0	0	157	157
<i>% Breakdown</i>	<i>0%</i>	<i>0%</i>	<i>100%</i>	<i>100%</i>
Application Under Review	0	223	672	895
<i>% Breakdown</i>	<i>0%</i>	<i>25%</i>	<i>75%</i>	<i>100%</i>
Intensification	4	422	752	1,178
<i>% Breakdown</i>	<i>0%</i>	<i>36%</i>	<i>64%</i>	<i>100%</i>
Total	4	645	1,648	2,297
<i>% Breakdown</i>	<i>0%</i>	<i>28%</i>	<i>72%</i>	<i>100%</i>

1. Includes townhomes and apartments in duplexes.

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

Schedule 6b
Town of Whitchurch-Stouffville
Summary Of Potential Housing Supply by Status/Type of Development
Phase 2

Stage of Development	Density Type			
	Singles & Semi-Detached	Multiples ¹	Apartments ²	Total
Registered Not Built	3	90	0	93
<i>% Breakdown</i>	<i>3%</i>	<i>97%</i>	<i>0%</i>	<i>100%</i>
Draft Plans Approved	920	362	119	1,401
<i>% Breakdown</i>	<i>66%</i>	<i>26%</i>	<i>8%</i>	<i>100%</i>
Application Under Review	666	90	214	970
<i>% Breakdown</i>	<i>69%</i>	<i>9%</i>	<i>22%</i>	<i>100%</i>
Vacant lands designated for Residential	0	0	0	0
<i>% Breakdown</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>
Total	1,589	542	333	2,464
<i>% Breakdown</i>	<i>64%</i>	<i>22%</i>	<i>14%</i>	<i>100%</i>

1. Includes townhomes and apartments in duplexes.
2. Includes bachelor, 1 bedroom and 2 bedroom+ apartments.

Schedule 6c
Town of Whitchurch-Stouffville
Summary Of Potential Housing Supply by Status/Type of Development
Phase 3

Stage of Development	Density Type			
	Singles & Semi-Detached	Multiples ¹	Apartments ²	Total
Registered Not Built	0	0	0	0
<i>% Breakdown</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>
Draft Plans Approved	0	0	0	0
<i>% Breakdown</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>
Application Under Review	0	0	0	0
<i>% Breakdown</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>
Vacant lands designated for Residential	1,925	776	355	3,056
<i>% Breakdown</i>	<i>63%</i>	<i>25%</i>	<i>12%</i>	<i>100%</i>
Total	1,925	776	355	3,056
<i>% Breakdown</i>	<i>63%</i>	<i>25%</i>	<i>12%</i>	<i>100%</i>

1. Includes townhomes and apartments in duplexes.
2. Includes bachelor, 1 bedroom and 2 bedroom+ apartments.

Schedule 6d
Town of Whitchurch-Stouffville
Summary Of Potential Housing Supply by Status/Type of Development
Ballantrae

Stage of Development	Density Type			
	Singles & Semi-Detached	Multiples ¹	Apartments ²	Total
Registered Not Built	12	0	0	12
<i>% Breakdown</i>	<i>100%</i>	<i>0%</i>	<i>0%</i>	<i>100%</i>
Draft Plans Approved	0	0	0	0
<i>% Breakdown</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>
Application Under Review	104	54	0	158
<i>% Breakdown</i>	<i>66%</i>	<i>34%</i>	<i>0%</i>	<i>100%</i>
Vacant lands designated for Residential	0	0	0	0
<i>% Breakdown</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>
Total	116	54	0	170
<i>% Breakdown</i>	<i>68%</i>	<i>32%</i>	<i>0%</i>	<i>100%</i>

1. Includes townhomes and apartments in duplexes.
2. Includes bachelor, 1 bedroom and 2 bedroom+ apartments.

Schedule 7

Town of Whitchurch-Stouffville
Historical Residential Building Permits
Years 2008 - 2017

Year	Residential Building Permits			
	Singles & Semi Detached	Multiples ¹	Apartments ²	Total
2008	452	305	0	757
2009	844	217	0	1,061
2010	662	222	0	884
2011	519	58	1	578
2012	489	120	107	716
Sub-total	2,966	922	108	3,996
Average (2008 - 2012)	593	184	22	799
% Breakdown	74.2%	23.1%	2.7%	100.0%
2013	254	15	1	270
2014	261	147	0	408
2015	234	307	144	685
2016	296	49	0	345
2017	369	65	157	591
Sub-total	1,414	583	302	2,299
Average (2013 - 2017)	283	117	60	460
% Breakdown	61.5%	25.4%	13.1%	100.0%
2008 - 2017				
Total	4,380	1,505	410	6,295
Average	438	151	41	630
% Breakdown	69.6%	23.9%	6.5%	100.0%

Source: Town of Whitchurch-Stouffville building permit data, 2008-2017.

1. Includes townhomes and apartments in duplexes.
2. Includes bachelor, 1 bedroom and 2 bedroom+ apartments.

Schedule 8

**Town of Whitchurch-Stouffville
Persons Per Unit By Age And Type Of Dwelling
(2016 Census)**

Age of Dwelling	Singles and Semi-Detached						15 Year Average
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total	
1-5	-	-	2.042	3.492	4.588	3.487	
6-10	-	-	1.935	3.417	4.571	3.405	
11-15	-	-	1.712	3.000	4.182	2.726	3.206
16-20	-	-	1.833	3.106	3.720	3.051	
20-25	-	-	-	3.420	4.053	3.493	
25-35	-	-	-	2.933	3.763	3.049	
35+	-	1.379	2.077	2.800	3.733	2.699	
Total	-	1.514	1.925	3.177	4.092	3.117	

Age of Dwelling	Multiples ¹						15 Year Average
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total	
1-5	-	-	1.964	2.753	-	2.609	
6-10	-	-	1.714	2.777	-	2.735	
11-15	-	-	-	-	-	2.313	2.552
16-20	-	-	1.385	-	-	1.800	
20-25	-	-	-	-	-	-	
25-35	-	-	-	2.333	-	2.048	
35+	-	-	1.214	2.781	-	2.455	
Total	-	1.263	1.636	2.744	2.800	2.542	

Age of Dwelling	Apartments ²						15 Year Average
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total	
1-5	-	-	1.800	-	-	1.778	
6-10	-	-	-	-	-	-	
11-15	-	-	-	-	-	-	1.778
16-20	-	-	-	-	-	2.167	
20-25	-	-	-	-	-	1.286	
25-35	-	1.143	2.091	-	-	1.600	
35+	-	1.058	1.757	-	-	1.457	
Total	-	1.097	1.732	2.294	-	1.542	

Age of Dwelling	All Density Types					
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total
1-5	-	-	1.970	3.315	4.706	3.218
6-10	-	-	1.844	3.321	4.667	3.288
11-15	-	-	1.697	3.000	4.087	2.668
16-20	-	-	1.763	3.000	3.720	2.807
20-25	-	-	-	3.207	4.211	3.130
25-35	-	1.167	1.923	2.883	3.750	2.867
35+	-	1.217	1.964	2.804	3.537	2.541
Total	-	1.283	1.866	3.115	4.077	2.954

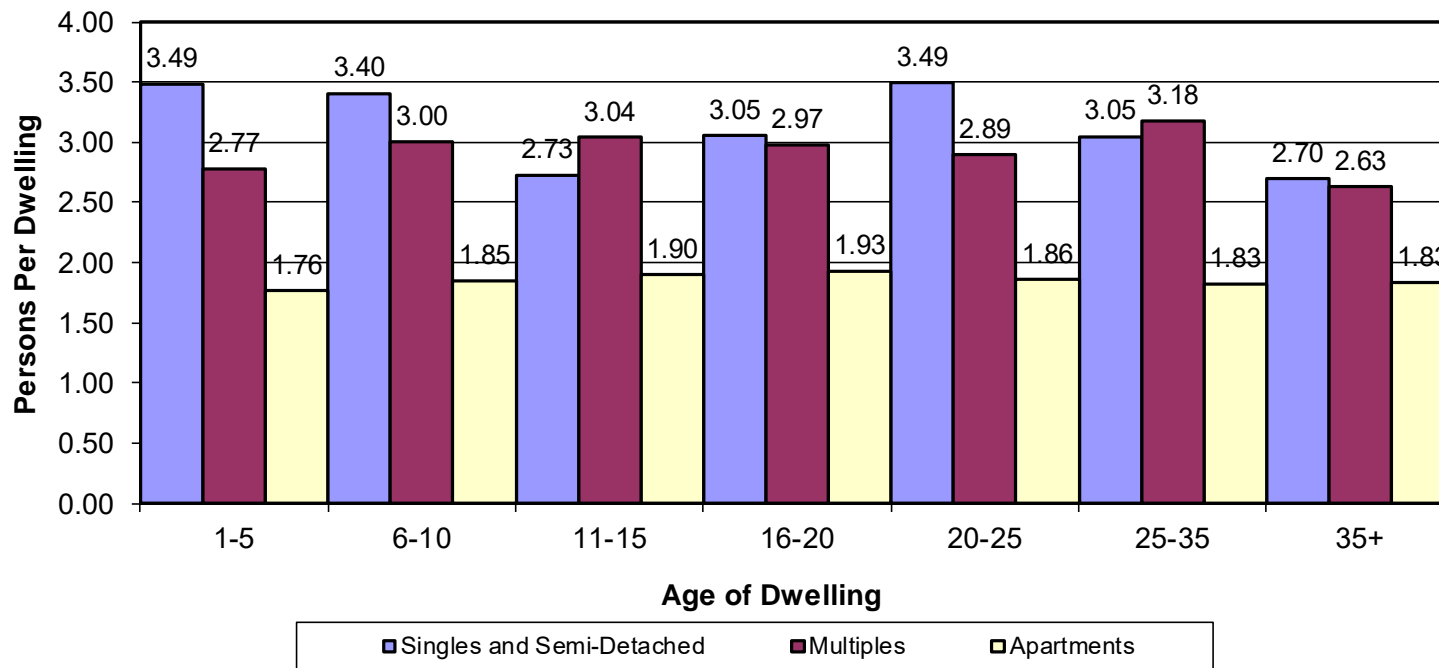
1. Includes townhomes and apartments in duplexes.

2. 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 9
Town of Whitchurch-Stouffville
Persons Per Unit By Structural Type And Age Of Dwelling
(2016 Census)**



Schedule 10a
Town of Whitchurch-Stouffville
Employment Forecast, 2018 - 2031

Period	Population	Activity Rate								Employment								Employment Total (Excluding NFPOW and Work at Home)
		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	25,792	0.011	0.057	0.123	0.127	0.046	0.364	0.059	0.424	280	1,465	3,181	3,281	1,185	9,391	1,534	10,925	7,926
Mid 2011	37,628	0.006	0.055	0.074	0.109	0.040	0.284	0.051	0.335	235	2,060	2,790	4,115	1,495	10,695	1,917	12,612	8,635
Mid 2016	45,837	0.006	0.050	0.067	0.103	0.046	0.271	0.050	0.321	275	2,275	3,068	4,718	2,090	12,426	2,286	14,712	10,151
Mid 2018	48,016	0.006	0.050	0.066	0.100	0.049	0.270	0.050	0.320	275	2,383	3,168	4,781	2,375	12,982	2,395	15,377	10,599
Mid 2028	57,466	0.005	0.054	0.103	0.108	0.053	0.323	0.055	0.378	275	3,128	5,908	6,213	3,062	18,586	3,162	21,748	15,458
Mid 2031	58,772	0.005	0.056	0.111	0.110	0.054	0.335	0.056	0.391	275	3,272	6,528	6,452	3,182	19,709	3,291	23,000	16,437
Incremental Change																		
Mid 2006 - Mid 2011	11,836	-0.005	-0.002	-0.049	-0.018	-0.006	-0.080	-0.009	-0.088	-45	595	-391	835	310	1,304	383	1,687	709
Mid 2011 - Mid 2016	8,209	-0.0002	-0.0051	-0.0072	-0.0064	0.0059	-0.0131	-0.0011	-0.0142	40	215	278	603	595	1,731	369	2,100	1,516
Mid 2016 - Mid 2018	2,179	-0.0003	0.0000	-0.0010	-0.0034	0.0039	-0.0007	0.0000	-0.0007	0	108	100	63	285	556	109	665	448
Mid 2018 - Mid 2028	9,450	-0.0009	0.0048	0.0368	0.0085	0.0038	0.0530	0.0052	0.0582	0	745	2,740	1,432	687	5,604	767	6,371	4,859
Mid 2018 - Mid 2031	10,756	-0.0010	0.0060	0.0451	0.0102	0.0047	0.0650	0.0061	0.0711	0	889	3,360	1,671	807	6,727	896	7,623	5,838
Annual Average																		
Mid 2006 - Mid 2011	2,367	-0.00092	-0.00041	-0.00983	-0.00357	-0.00124	-0.01598	-0.00171	-0.01768	-9	119	-78	167	62	261	77	337	142
Mid 2011 - Mid 2016	1,642	0.0000	-0.0010	-0.0014	-0.0013	0.0012	-0.0026	-0.0002	-0.0028	8	43	56	121	119	346	74	420	303
Mid 2016 - Mid 2018	1,090	-0.0001	0.0000	-0.0005	-0.0017	0.0019	-0.0004	0.0000	-0.0004	0	54	50	32	143	278	55	333	224
Mid 2018 - Mid 2028	945	-0.00009	0.00048	0.00368	0.00085	0.00038	0.00530	0.00052	0.00582	0	75	274	143	69	560	77	637	486
Mid 2018 - Mid 2031	827	-0.00008	0.00046	0.00347	0.00078	0.00036	0.00500	0.00047	0.00547	0	68	258	129	62	517	69	586	449

Source: Watson & Associates Economists Ltd., 2018.

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 10b
Town of Whitchurch-Stouffville
Employment & Gross Floor Area (GFA) Forecast, 2018 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	25,792	280	3,181	3,281	1,185	7,926				
Mid 2011	37,628	235	2,790	4,115	1,495	8,635				
Mid 2016	45,837	275	3,068	4,718	2,090	10,151				
Mid 2018	48,016	275	3,168	4,781	2,375	10,599				
Mid 2028	57,466	275	5,908	6,213	3,062	15,458				
Mid 2031	58,772	275	6,528	6,452	3,182	16,437				
Incremental Change										
Mid 2006 - Mid 2011	11,836	-45	-391	835	310	709				
Mid 2011 - Mid 2016	8,209	40	278	603	595	1,516				
Mid 2016 - Mid 2018	2,179	0	100	63	285	448	130,000	31,500	199,500	361,000
Mid 2018 - Mid 2028	9,450	0	2,740	1,432	687	4,859	3,562,000	716,000	480,900	4,758,900
Mid 2018 - Mid 2031	10,756	0	3,360	1,671	807	5,838	4,368,000	835,500	564,900	5,768,400
Annual Average										
Mid 2006 - Mid 2011	2,367	-9	-78	167	62	142				
Mid 2011 - Mid 2016	1,642	8	56	121	119	303				
Mid 2016 - Mid 2018	1,090	0	50	32	143	224	65,000	15,750	99,750	180,500
Mid 2018 - Mid 2028	945	0	274	143	69	486	356,200	71,600	48,090	475,890
Mid 2018 - Mid 2031	827	0	258	129	62	449	336,000	64,269	43,454	443,723

Source: Watson & Associates Economists Ltd., 2018.

1. Square feet per employee assumptions:

Industrial	1,300
Commercial/ Population Related	500
Institutional	700

Schedule 10c
Town of Whitchurch-Stouffville
Estimate of the Anticipated Amount, Type and Location of
Non-Residential Development for Which Development Charges Can Be Imposed

Development Location	Timing	Industrial	Commercial	Institutional	Total Non-Res	Employment
		GFA S.F.	GFA S.F.	GFA S.F.	GFA S.F.	Increase ¹
Stouffville Built Up Area	2018 - 2028	-	394,000	124,600	518,600	966
	2018 - 2031	-	460,000	169,400	629,400	1,162
Phase 1	2018 - 2028	2,460,900	173,500	35,700	2,670,100	2,291
	2018 - 2031	2,460,900	173,500	35,700	2,670,100	2,291
Phase 2	2018 - 2028	-	-	211,400	211,400	302
	2018 - 2031	-	-	211,400	211,400	302
Phase 3	2018 - 2028	-	-	109,200	109,200	156
	2018 - 2031	-	-	148,400	148,400	212
Ballantrae	2018 - 2028	-	-	-	-	-
	2018 - 2031	-	-	-	-	-
Vandorf	2018 - 2028	46,800	-	-	46,800	36
	2018 - 2031	57,200	-	-	57,200	44
Gormley	2018 - 2028	607,100	10,000	-	617,100	487
	2018 - 2031	744,900	12,000	-	756,900	597
Bloomington - Rural	2018 - 2028	72,800	10,000	-	82,800	76
	2018 - 2031	72,800	11,500	-	84,300	79
Unallocated	2018 - 2028	374,400	128,500	-	502,900	545
	2018 - 2031	1,032,200	178,500	-	1,210,700	1,151
Town of Whitchurch-Stouffville	2018 - 2028	3,562,000	716,000	480,900	4,758,900	4,859
	2018 - 2031	4,368,000	835,500	564,900	5,768,400	5,838

Source: Watson & Associates Economists Ltd., 2018.

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

2. Square feet per employee assumptions:

Industrial	1,300
Commercial	500
Institutional	700

Schedule 11
Town of Whitchurch-Stouffville
Non-Residential Construction Value
Years 2007 - 2016
(000's 2018 \$)

YEAR	Industrial				Commercial				Institutional				Total			
	New	Improve	Additions	Total	New	Improve	Additions	Total	New	Improve	Additions	Total	New	Improve	Additions	Total
2007	17	2,142	0	2,159	4,074	392	0	4,466	8,323	251	0	8,574	12,414	2,785	0	15,200
2008	340	103	0	442	3,770	51	2,850	6,672	0	0	0	0	4,110	154	2,850	7,114
2009	305	5	0	310	3,921	1,287	0	5,209	36	40	0	76	4,263	1,331	0	5,594
2010	2,280	22	1,115	3,417	3,111	1,296	0	4,406	62	0	0	62	5,453	1,318	1,115	7,886
2011	1,800	0	0	1,800	1,632	732	0	2,364	18,128	313	0	18,441	21,560	1,045	0	22,606
2012	815	108	0	923	11,763	1,163	2,319	15,246	64	521	0	585	12,642	1,792	2,319	16,754
2013	727	400	0	1,127	5,483	2,309	0	7,792	0	2,122	0	2,122	6,210	4,831	0	11,041
2014	1,026	1,798	0	2,823	5,624	1,358	1,218	8,200	12,904	413	0	13,317	19,554	3,568	1,218	24,340
2015	1,755	986	0	2,741	0	1,643	0	1,643	10,203	326	0	10,529	11,958	2,956	0	14,914
2016	585	138	0	723	2,489	1,762	0	4,250	4,900	1,276	0	6,176	7,974	3,175	0	11,149
Subtotal	9,651	5,700	1,115	16,466	41,867	11,994	6,387	60,248	54,620	5,262	0	59,882	106,138	22,956	7,502	136,596
Percent of Total	59%	35%	7%	100%	69%	20%	11%	100%	91%	9%	0%	100%	78%	17%	5%	100%
Average	965	570	111	1,647	4,187	1,199	639	6,025	5,462	526	0	5,988	10,614	2,296	750	13,660
2007 - 2011 Period Total				8,129				23,117				27,153				58,399
2007 - 2011 Average				1,626				4,623				5,431				11,680
% Breakdown				13.9%				39.6%				46.5%				100.0%
2012 - 2016 Period Total				8,337				37,131				32,729				78,197
2012 - 2016 Average				1,667				7,426				6,546				15,639
% Breakdown				10.7%				47.5%				41.9%				100.0%
2007 - 2016 Period Total				16,466				60,248				59,882				136,596
2007 - 2016 Average				1,647				6,025				5,988				13,660
% Breakdown				12.1%				44.1%				43.8%				100.0%

Source: Statistics Canada Publication, 64-001-XIB

Note: Inflated to year-end 2017 (January, 2018) dollars using Reed Construction Cost Index

Schedule 12

Town of Whitchurch-Stouffville

Employment to Population Ratio by Major Employment Sector, 2006 to 2016

NAICS		Year			Change		Comments
		2006	2011	2016	06-11	11-16	
Employment by industry							
Primary Industry Employment							
11	<i>Agriculture, forestry, fishing and hunting</i>	400	375	335	-25	-40	Categories which relate to local land-based resources.
21	<i>Mining and oil and gas extraction</i>	35	20	30	-15	10	
Sub-total		435	395	365	-40	-30	
Industrial and Other Employment							
22	<i>Utilities</i>	95	75	85	-20	10	Categories which relate primarily to industrial land supply and demand.
23	<i>Construction</i>	880	1,265	1,410	385	145	
31-33	<i>Manufacturing</i>	1,370	985	915	-385	-70	
41	<i>Wholesale trade</i>	510	470	515	-40	45	
48-49	<i>Transportation and warehousing</i>	500	335	410	-165	75	
56	<i>Waste management and remediation services</i>	188	270	298	82	28	
Sub-total		3,543	3,400	3,633	-143	233	
Population Related Employment							
44-45	<i>Retail trade</i>	910	1,380	1,510	470	130	Categories which relate primarily to population growth within the municipality.
51	<i>Information and cultural industries</i>	80	190	195	110	5	
52	<i>Finance and insurance</i>	270	460	420	190	-40	
53	<i>Real estate and rental and leasing</i>	285	235	360	-50	125	
54	<i>Professional, scientific and technical services</i>	700	795	1,170	95	375	
55	<i>Management of companies and enterprises</i>	0	35	0	35	-35	
56	<i>Administrative and support</i>	188	270	298	82	28	
71	<i>Arts, entertainment and recreation</i>	585	670	630	85	-40	
72	<i>Accommodation and food services</i>	635	520	810	-115	290	
81	<i>Other services (except public administration)</i>	440	625	735	185	110	
Sub-total		4,093	5,180	6,128	1,087	948	
Institutional							
61	<i>Educational services</i>	495	660	975	165	315	
62	<i>Health care and social assistance</i>	725	800	995	75	195	
91	<i>Public administration</i>	100	260	330	160	70	
Sub-total		1,320	1,720	2,300	400	580	
Total Employment		9,391	10,695	12,426	1,304	1,731	
Population		25,792	37,628	45,837	11,836	8,209	
Employment to Population Ratio							
Industrial and Other Employment		0.14	0.09	0.08	-0.05	-0.01	
Population Related Employment		0.16	0.14	0.13	-0.02	0.00	
Institutional Employment		0.05	0.05	0.05	-0.01	0.00	
Primary Industry Employment		0.02	0.01	0.01	-0.01	0.00	
Total		0.36	0.28	0.27	-0.08	-0.01	

Source: Statistics Canada Employment by Place of Work

Note: 2006-2016 employment figures are classified by North American Industry Classification System (NAICS) Code

ndix B – Level of Service

Service: Fire Facilities
 Unit Measure: ft² of building area

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

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

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

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

Service: Fire Vehicles
 Unit Measure: No. of vehicles

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

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

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

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

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

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

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

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

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

Service: Roads Services
 Unit Measure: km of roadways

Description	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 Value (\$/km)
Collectors - Rural kilometers 2 lane	4	4	4	4	4	4	4	4	4	4	\$965,600
Collectors - Urban kilometers 2 lane	8	8	8	8	8	8	8	8	8	8	\$1,783,500
Arterial - Rural Kilometers 2 lane	126	126	126	126	126	126	126	126	126	126	\$1,453,100
Arterial - Urban Kilometers 2 lane	106	106	106	106	106	106	106	106	106	106	\$2,048,200
3 lane	3	3	3	3	3	3	3	3	3	3	\$2,189,500
Total	247	247	247	247	247	247	247	247	247	247	

Population	30,527	32,895	35,262	37,628	39,285	40,942	42,598	44,255	45,837	46,909
Per Capita Standard (per 1,000)	8.0912	7.5087	7.0047	6.5643	6.2874	6.0329	5.7984	5.5813	5.3887	5.2655

10 Year Average	2008-2017
Quantity Standard (per 1,000)	6.3523
Quality Standard	1,720,259
Service Standard	\$10,928

D.C. Amount (before deductions)	13 Year
Forecast Population	10,756
\$ per Capita	\$10,928
Eligible Amount	\$117,537,266

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

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

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

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

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

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

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

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

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

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

10 Year Average	2008-2017
Quantity Standard	1.5834
Quality Standard	74
Service Standard	\$117

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

Service: Parkland Development
 Unit Measure: Acres of Parkland

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

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

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

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

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

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

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

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

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

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

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

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

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

Population	30,527	32,895	35,262	37,628	39,285	40,942	42,598	44,255	45,837	46909
Per Capita Standard (per 1,000)	0.9827	1.2464	1.0776	1.2756	1.4000	1.0991	1.1268	1.1072	1.2435	1.3004

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

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

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

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

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

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

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

Service: Library Facilities
 Unit Measure: ft² of building area

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

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

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

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

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

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

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

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

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

Appendix C – Long-term Capital and Operating Cost Examination

Appendix C – 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. sq.ft. of building space, per vehicle, etc.). This was undertaken through a review of the Town's 2017 Financial Information Return.

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

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

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

SERVICE	ANNUAL LIFECYCLE EXPENDITURES	ANNUAL OPERATING EXPENDITURES	TOTAL ANNUAL EXPENDITURES
1. Wastewater Services	1,288,529	297,382	1,585,911
2. Water Services	705,525	420,303	1,125,828
3. Roads Services	2,058,603	2,113,060	4,171,663
4. Public Works Services	106,444	53,974	160,418
5. Fire Protection Services	79,357	1,487,496	1,566,853
6. Leisure Services	2,455,248	1,292,864	3,748,112
7. Library Services	649,045	376,819	1,025,864
8. By-Law Enforcement Services	7,825	243,804	251,629
9. Administration Studies	-	-	-
Total	7,350,576	6,285,702	13,636,278

Appendix D – Local Service Policy

Appendix D – Local Service Policy

This Appendix sets out the Town's General Policy Guidelines on D.C. and local service funding for Leisure, Roads, Water, and Wastewater services. 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 D.C.A., 1997, as amended 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.

1. Collector and Arterial 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 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 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 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 Intersections 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 D.C.A. (as a local service)
 - 3.3 Intersections with regional roads and provincial highways (Hwy. 48) – Include in D.C. calculation to the extent that they are Town responsibility.
 - 3.4 Intersection improvements on other roads due to development growth increasing traffic – Include in D.C. calculation.
4. Streetlights
 - 4.1 Streetlights on external roads – Include in 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 D.C.A. (as a local service).
5. Sidewalks
 - 5.1 Sidewalks on MTO and regional roads – Include in area municipal D.C. or, in exceptional circumstances, may be local improvement or direct developer responsibility through local service provisions (s.59 of 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 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 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 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.50 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.50 of the D.C.A. (as a local service).

- 6.5 Trail Bridges/Underpasses and associated works – Include in area municipal D.C.s consistent with the service standard provisions of the D.C.A., s.5(1).
 - 6.6 Gateway Features – Include in 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 through local service provisions (s.59 of D.C.A.).
8. Traffic Control Systems
- 8.1 Include in D.C. calculation.
9. Land Acquisition for Road Allowances
- 9.1 Land Acquisition for arterial roads – Dedication under the *Planning Act* subdivision provisions (s.51) through development lands; in areas with limited or no development, include in 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 27 metre right-of-way); in areas with limited or no development, include in 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 D.C. calculation.
11. Storm Water Management
- 11.1 Quality and Quantity Works, direct developer responsibility through local service provisions (s. 59 of D.C.A.).
 - 11.2 Oversizing of stormwater management works for development external to developments will be subject to best efforts clauses by area municipality.

12. Water

- 12.1 Pumping stations and works associated with Zone boundaries to be included within the D.C.
- 12.2 Watermains external to subdivisions, projects required for intensification growth and strategic projects that benefit growth of subdivisions are included in the D.C.
- 12.3 Marginal costs of waterworks within the subdivision included in D.C. above 300 mm nominal diameter are included in the D.C.
- 12.4 Connections to trunk mains and pumping stations to service specific areas, to be direct developer responsibility.
- 12.5 Watermains within Regional ROW are included in the D.C.

13. Wastewater

- 13.1 Pumping stations are included in the D.C.
- 13.2 Sewers external to subdivisions, projects required for intensification growth and strategic projects that benefit the growth of subdivisions are included in the D.C.
- 13.3 Connections to trunk mains and pumping stations to service specific areas, to be direct developer responsibility.
- 13.4 Marginal costs of sanitary sewer works within the subdivision, above 375mm nominal diameter and depth of 5 meters or greater, which benefits upstream developers are included in the D.C.
- 13.5 Sewers within Regional ROW are included in the D.C.

Appendix E – Proposed D.C. By-law

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

BY-LAW NUMBER 2018-_____

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

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

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

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

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

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

AND WHEREAS the Council of The Corporation of the Town of Whitchurch-Stouffville has given notice of and held a public meeting on the 28th day of August, 2018 in accordance with the Act and the regulations thereto;

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

1. INTERPRETATION

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

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

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

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

(a) including (but not limited to):

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

(b) but excluding:

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

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

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

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

“board of education” has the same meaning as set out in the *Education Act*, R.S.O. 1990, Chap. E.2, as amended, or any successor thereof;

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

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

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

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

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

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

“Council” means the Council of the municipality;

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

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

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

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

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

“gross floor area” means:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2. DESIGNATION OF SERVICES

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

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

3. APPLICATION OF BY-LAW RULES

3.1 Development charges shall be payable in the amounts set out in this By-law where:

- (a) the lands are located in the area described in section 3.2; and

- (b) the development of the lands requires any of the approvals set out in subsection 3.4(a).

Area to Which By-law Applies

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

Approvals for Development

- 3.4 (a) Development charges shall be imposed on all lands, buildings or structures that are developed for residential or non-residential uses if the development requires:
 - (i) the passing of a zoning by-law or of an amendment to a zoning by-law under section 34 of the *Planning Act*;
 - (ii) the approval of a minor variance under section 45 of the *Planning Act*;
 - (iii) a conveyance of land to which a by-law passed under subsection 50(7) of the *Planning Act* applies;
 - (iv) the approval of a plan of subdivision under section 51 of the *Planning Act*;
 - (v) a consent under section 53 of the *Planning Act*;
 - (vi) the approval of a description under section 50 of the *Condominium Act*, R.S.O. 1990, Chap. C.26, as amended, or any successor thereof; or
 - (vii) the issuing of a permit under the *Building Code Act* in relation to a building or structure.
- (b) No more than one development charge for each service designated in subsection 2.1 shall be imposed upon any lands, buildings or structures to which this By-law applies even though two or more of the actions described in subsection 3.4(a) are required before the lands, buildings or structures can be developed.

- (c) Despite subsection 3.4(b), if two or more of the actions described in subsection 3.4(a) occur at different times, additional development charges shall be imposed if the subsequent action has the effect of increasing the need for services.

Exemptions

3.5 Notwithstanding the provisions of this By-law, development charges shall not be imposed with respect to:

- (a) an enlargement to an existing dwelling unit;
- (b) one or two additional dwelling units in an existing single detached dwelling; or
- (c) one additional dwelling unit in any other existing residential building;

3.6 Notwithstanding section 3.5(b), development charges shall be imposed if the total gross floor area of the additional one or two units exceeds the gross floor area of the existing dwelling unit.

3.7 Notwithstanding section 3.5, development charges shall be imposed if the additional unit has a gross floor area greater than

- (a) in the case of a semi-detached or row dwelling, the gross floor area of the existing dwelling unit; and
- (b) in the case of any other residential building, the gross floor area of the smallest dwelling unit contained in the residential building.

3.8 Exemption for Industrial Development:

3.8.1 Notwithstanding any other provision of this by-law, no development charge is payable with respect to an enlargement of the gross floor area of an existing industrial building where the gross floor area is enlarged by 50 percent or less.

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

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

3.9 Other Exemptions:

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

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

Amount of Charges

Residential

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

Non-Residential

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

Reduction of Development Charges for Redevelopment

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

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

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

Time of Payment of Development Charges

- 3.13 Development charges imposed under this By-law are calculated, payable, and collected upon issuance of a building permit for the development.

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

4. PAYMENT BY SERVICES

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

5. INDEXING

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

6. SCHEDULES

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

Schedule A - Residential and Non-Residential Development Charges

7. CONFLICTS

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

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

8. SEVERABILITY

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

9. DATE BY-LAW IN FORCE

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

10. DATE BY-LAW EXPIRES

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

11. EXISTING BY-LAW REPEALED

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

PASSED THIS _____ day of _____, 2018.

Mayor

Town Clerk

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

Service	RESIDENTIAL				NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Other Multiples	(per sq.ft. of Gross Floor Area)
Municipal Wide Services:					
Roads Services	7,221	4,701	3,221	5,748	3.91
Fire Protection Services	586	381	261	466	0.40
Public Works Services	120	78	54	96	0.04
Leisure Services	8,748	5,695	3,902	6,964	0.27
Library Services	898	585	401	715	0.04
By-Law Enforcement Services	8	5	4	7	0.00
Administration Studies	616	401	275	490	0.26
Total Municipal Wide Services	18,198	11,846	8,118	14,486	4.92
Urban Services					
Wastewater Services	3,226	2,100	1,439	2,568	1.35
Water Services	2,202	1,433	982	1,753	0.81
Total Urban Services	5,428	3,533	2,421	4,321	2.16
GRAND TOTAL RURAL AREA	18,198	11,846	8,118	14,486	4.92
URBAN SERVICED AREAS					
GRAND TOTAL WASTEWATER SERVICED AREAS	21,424	13,946	9,557	17,054	6.27
GRAND TOTAL WATER SERVICES SERVICED AREAS	20,400	13,279	9,100	16,239	5.73
GRAND TOTAL WATER AND WASTEWATER SERVICED AREAS	23,626	15,379	10,539	18,807	7.08

Addendum to:

**Town of Whitchurch-
Stouffville**

**2018 Development Charges
Background Study**

September 6, 2018



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 **Planning for growth**

Summary of Revisions made to the July 12, 2018 Development Charges Background Study

1. Background

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

- July 12, 2018 – Release of the D.C.B.S.;
- August 8, 2018 – Development Industry Stakeholder Consultation Session #1;
- August 27, 2018 – Development Industry Stakeholder Consultation Session #2;
- September 11, 2018 – Public Meeting; and
- September 25, 2018 – Anticipated passage of D.C. by-law

The purpose of the addendum to the July 12, 2018 D.C.B.S. is to provide for revisions to the calculation of the charges arising from changes to capital program for Roads and Water Services, corrections to the calculation of the charge for 10-year services, to refine the definition of stacked townhouse dwellings within the draft D.C. By-law, and provide for a transition period within the draft D.C. By-law. The refinements are detailed in the subsequent sections of this report, and will form part of the D.C. Background Study for Council's consideration and approval prior to adoption of the D.C. By-law.

2. Discussion

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

- Refinements to the anticipated capital needs for Roads Services, including creek crossing structures, roundabouts, studies, and project management and administration;
- Updates to the Water Services capital program to reflect changes in gross capital costs, benefit to existing deductions and additional projects;

- Revisions to the draft D.C. By-law to define stacked townhouse dwellings as apartment units within the schedule of charges;
- Correction to the gross population used in the calculation of the D.C. for 10-year services;
- Recommendation within the draft D.C. By-law for a transition period to March 1, 2019, and
- Miscellaneous housekeeping matters,

The following subsections summarize the necessary changes identified above.

2.1 Roads and Related Services

2.1.1 Ringwood Drive Extension

The Town's Transportation Master Plan identified the need for an extension of Ringwood Drive to Hoover Park Drive. Through discussion with Town staff it was determined that this project was no longer required. As such, this project was not included in the July 12, 2018 D.C.B.S. However, a creek crossing and environmental assessment associated with this need included in the D.C.B.S. (i.e. Roads and Related Services projects #119 and #136). Through further discussions with Town staff it has been determined that these projects should also be removed from the D.C.B.S. This revision reduces the Roads and Related Services D.C. recoverable costs by \$3.0 million, resulting in a reduction in the D.C. of approximately \$121/capita or \$388 per single detached dwelling unit.

2.1.2 Creek Crossings – Structures (Stouffville Creek – Ninth Line to Tenth Line)

There are outstanding issues related to Roads Services project #122 (Crossing – Stouffville Creek – Ninth Line to Tenth Line), an active litigation matter. As such, staff have recommended that this project be removed from the D.C.B.S. at this time. The Town will consider a subsequent amendment to the D.C. By-law once the ongoing litigation is complete. In removing this project, the D.C. recoverable costs for Roads and Related Services is reduced by \$6.9 million resulting in a reduction of the charge of approximately \$279/capita or \$896 per single detached dwelling unit.

2.1.3 Roundabout on Tenth Line & Street G

The cost estimate in the D.C.B.S. for the roundabout at Tenth Line & Street G (Roads Services project #129) was \$750,000, based on preliminary budget estimates for similar projects in the Town. Subsequent discussions with Town staff have increased the capital cost estimate for this project to \$920,000, based on the actual costs of the

roundabout at Ninth Line and Baker Hill. The impact of this change in capital cost estimate increases in the charge by approximately \$7/capita or \$22 per single detached dwelling unit.

2.1.4 Project Management and Administration

The growth-related share of project management and administration costs are based on the overall growth-related cost share of the Roads and Related Services capital program. As such, the changes to the Roads and Related Services capital program noted above impact the growth-related share of project management and administration costs. The impact of this change is a decrease of approximately \$3/capita or \$11 per single detached residential unit.

2.1.5 Roads Services Summary

The combined impact of the revisions identified in subsections 2.1.1 to 2.1.4 decreases the D.C. recoverable costs for Roads and Related Services by approximately \$9.8 million. To quantify the impact of these revisions, the Roads and Related Services D.C. for single detached residential dwelling units decreases from \$7,221 in the D.C.B.S. to \$5,948 (\$1,273 decrease).

2.2 Water Services

2.2.1 Updates to Water Services Projects W23, W25, and W35

The D.C.B.S. Water Services capital program includes a 200mm watermain upgrade on Second Street from Ninth Line to Albert Street. (Project W23) at a capital cost estimate of \$521,000. This capital cost estimate was subsequently updated to \$399,000. This change in capital cost estimated results in a \$61,000 decrease in the Water Services D.C. recoverable costs.

The D.C.B.S. Water Service capital program includes a 200 mm watermain upgrade on Church Street North from Main Street to Warriner Street (Project W25). The D.C.B.S. calculation for this project assigned a benefit to existing deduction of \$16,500. This deduction should have been 50% of the total project cost or \$160,500. This revision results in a \$144,000 reduction in the Water Services D.C. recoverable costs.

The Town's draft Water and Wastewater Master Plan identified a project required to meet the needs of future growth to 2031 that was not included in the D.C.B.S. This project is a new 300 mm diameter watermain along Ninth Line and Lakeshore Road, from Musselman's Lake Elevated Tank to Connor Drive. The project has a gross capital

cost estimate of \$2.76 million, with 50% D.C. recoverable. The addition of the project increases the Water Services D.C. recoverable costs by \$1.38 million.

In total the revisions identified within this subsection increase the Water Services D.C. recoverable costs by approximately \$1.2 million, as compared to the D.C.B.S. These revisions have the impact of increase the Water Services D.C. by approximately \$60/capita or \$193 per single detached residential unit.

2.2.2 Project Management and Administration

As described in subsection 2.1.4 for Roads and Related Services, project management and administration costs have also been included for Water Services. The revisions to the Water Services D.C. capital program decreases the D.C. recoverable share for project management and administration costs in aggregate. These revisions lower the Water Service D.C. by approximately \$1/capita or \$3 per single detached residential unit.

2.2.3 Water Services Summary

The revisions and updates described in subsections 2.2.1 to 2.2.2 increase the D.C. recoverable costs for Water Services by approximately \$1.1 million. These revisions serve to increase the Water Services D.C. by approximately \$59/capita or \$190 per single detached dwelling unit.

2.3 D.C. By-Law Definitions

The draft D.C. By-law contained in the D.C.B.S. considers stacked townhouse dwellings as multiple residential dwelling units. Reviewing the Census information underlying the D.C.B.S. growth forecast suggests that 'stacked townhomes' should be included within the residential apartment dwelling unit category. As such, the definition for 'apartments' within the draft D.C. By-law has been revised to include stacked townhouse dwellings. The following definitions has been included in Section 1 of the draft D.C. By-law.

1. INTERPRETATION

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

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

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

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

2.4 Gross Population for Calculation of 10-Year Services D.C.

The D.C.B.S. included a gross population increase of 12,278 for the purposes of calculating the residential per capita D.C. for 10-Year Services (i.e. Leisure Services, Library Services, By-law Enforcement Services, and Administration Studies). The calculation should have been based on a gross population increase of 12,728 persons. Correcting for this transposition error, the D.C. is reduced by approximately \$113/capita or \$363 per single detached dwelling unit.

2.5 Impacts on the Calculated Development Charge

The refinements presented in sections 2.1, 2.2, and 2.4 have impacts on the calculated charges in the D.C.B.S. Table 2-1 compares the Town’s current D.C., charges presented within the July 12, 2018 D.C.B.S., and the amended D.C. as contained herein. The comparison is provided for a single detached residential dwelling unit, and per square foot of non-residential gross floor area (G.F.A.)

By comparison to the July 12, 2018 D.C.B.S., the amended charge for a single detached residential unit within the fully serviced urban area decreases by \$1,446 from \$23,626 to \$22,180. For non-residential development with the fully serviced urban serviced area the charge would decrease by \$0.62/sq.ft., from \$7.08/sq.ft. to \$6.46/sq.ft.

By comparison to the Town’s current D.C. By-Law, the amended charge for a single detached residential unit within the fully serviced urban area increases by \$7,780 from \$14,400 to \$22,180. For non-residential development with the fully serviced urban serviced area the charge would increase by \$2.15/sq.ft., from \$4.31/sq.ft. to \$6.46/sq.ft.

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

Service	Residential (Single Detached) Comparison					Non-Residential (per sq.ft.) Comparison				
	Current	July 12 D.C.B.S.	Amendment	Difference (Current vs. Amendment)		Current	July 12 D.C.B.S.	Amendment	Difference (Current vs. Amendment)	
				\$	%				\$	%
Municipal Wide Services:										
Roads Services	3,294	7,221	5,948	2,654	81%	2.41	3.91	3.22	0.81	34%
Fire Protection Services	532	586	586	54	10%	0.40	0.40	0.40	-	0%
Public Works Services	531	120	120	(411)	-77%	0.19	0.04	0.04	(0.15)	-79%
Leisure Services	6,624	8,748	8,439	1,815	27%	0.36	0.27	0.27	(0.09)	-24%
Library Services	672	898	867	195	29%	0.05	0.04	0.04	(0.01)	-23%
By-Law Enforcement Services	-	8	8	8		-	0.00	0.00	0.00	
Administration Studies	185	616	594	409	221%	0.08	0.26	0.26	0.18	221%
Total Municipal Wide Services	11,838	18,198	16,562	4,724	40%	3.49	4.92	4.23	0.74	21%
Area Specific Services:										
Wastewater Services	1,068	3,226	3,226	2,158	202%	0.35	1.35	1.35	1.00	286%
Water Services	1,494	2,202	2,392	898	60%	0.47	0.81	0.88	0.41	87%
Total Area Specific Services	2,562	5,428	5,618	3,056	119%	0.82	2.16	2.23	1.41	172%
Grand Total - Urban Area	14,400	23,626	22,180	7,780	54%	4.31	7.08	6.46	2.15	50%

2.6 Proposed D.C. By-Law Transition Period

The Town has undertaken extensive consultation with the Development Industry Stakeholders during the D.C.B.S. process. As at the time of writing the Town has received additional requests for information and questions on the proposed charges from the stakeholders.

The Town's current D.C. By-Law will expire on January 1, 2019. As such, the Town is required to pass a new D.C. By-law prior to January 1, 2019 to continue to impose development charges. As noted below, the D.C. by-law process anticipates passage of a new D.C. by-law on September 25, 2018. This date of passage is being proposed in light of the forthcoming municipal elections.

The Town would like to continue discussions with the stakeholders during the period before the new bylaw would come into effect (i.e. January 1, 2019). To facilitate these discussions, and to provide time to make any potential amendments to the charge that may occur as a result, it is being recommended that the proposed charges under the new D.C. By-Law would come into effect on January 1, 2019 at current rates, with the new charges presented herein coming into effect on March 1, 2019. This transition policy has been included in the draft D.C. By-law as per this addendum.

3. Changes to the Background Report

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

- Page 1-3 – Revised to reflect this addendum;
- Pages 5-11 and 5-17 – Reissued to reflect changes described in section 2-1;
- Pages 5-20 and 5-22 – Reissued to reflect changes described in section 2-2;
- Chapter 6 – Revised to reflect updated D.C. calculations;
- Pages 7-5 to 7-8– Reissued for changes in anticipated passage of D.C. By-law, transition policy, and page numbering;
- Pages 8-3, 8-4 and C-3 – Updated reflective of impacts of changes in section 2.1 and 2.2;
- Appendix B – Reissued to address typographical errors and page numbering; and
- Appendix E – Revised draft D.C. By-Law

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

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

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

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

Appendix A - Amended Pages

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

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

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

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

5.2.1 Roads Services

The Town has a current inventory of 247 kilometres of arterial and collector roads. This historical level of infrastructure investment equates to \$10,928 per capita level of service. When applied to the forecast population growth to 2031 (i.e. 10,756 population), a maximum D.C.-eligible cost of approximately \$117.5 million could be expected to meet the future increase in needs for service.

The review of the Town's roads needs documented in the Transportation Master Plan (T.M.P.), Active Transportation Master Plan, and capital budget, identified \$64.2 million in gross capital costs for the forecast period. These capital needs include various road construction projects, multi-use pathways and sidewalks, paved shoulders and shared route treatments, illumination, traffic calming and traffic management systems, creek crossing structures, intersection improvements, signalization, and roundabouts. Furthermore, the capital program also includes costs for administration and studies, principal and interest payments related to completed D.C. eligible projects, and outstanding D.C. credit obligations. Recognizing the benefit to existing development, \$16.0 million has been deducted from the growth-related capital needs. Moreover, the Town's Roads D.C. Reserve Fund of \$2.37 reflects funds already collected towards these needs. As a result, approximately \$45.8 million in capital needs has been included in the D.C. calculation.

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

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

	Increased Service Needs Attributable to Anticipated Development		Timing (year)	Gross Capital Cost Estimate (2018\$)	Post Period Benefit	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
	2018-2031						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 59%	Non-Residential Share 41%
	From	To									
	Creek Crossings- Structures										
119	Crossing - Bethesda Rd - Ninth Line to 10th Line		2023	2,717,300	-	2,717,300	-	2,717,300	1,614,076	1,103,224	
120	Crossing - Bethesda Rd - Highway 48 to 9th Line		2023	2,717,300	-	2,717,300	-	2,717,300	1,614,076	1,103,224	
	Storm Water Management Pond										
121	Beltline SWM Pond - NPV of Principal Payments		2018-2023	887,152	-	887,152	-	887,152	526,968	360,184	
122	Beltline SWM Pond - NPV of Interest Payments		2018-2023	97,952	-	97,952	-	97,952	58,184	39,769	
	Signals										
123	Highway 48 / Bethesda Road North Leg		2022	219,100	-	219,100	-	219,100	130,145	88,955	
124	Hoover Park/ Mostar		2021	219,100	-	219,100	-	219,100	130,145	88,955	
125	(TS27) Tenth Line North / Forsyth Farm Rd		2020	219,100	-	219,100	-	219,100	130,145	88,955	
126	(TS28) Regional Road 30 / Hoover Park Drive		2021	219,100	-	219,100	-	219,100	130,145	88,955	
	Roundabouts										
127	Tenth Line / Street G		2022	920,000	-	920,000	-	920,000	546,480	373,520	
	Traffic Management Systems										
128	Traffic systems - Arterial roads		2020	177,700	-	177,700	-	177,700	105,554	72,146	
129	Traffic Timing System - Other Roads		2020	149,200	-	149,200	-	149,200	88,625	60,575	
	Administration and Studies										
130	Project management and administration		2018-2031	1,335,570	-	1,335,570	468,759	866,811	514,885	351,925	
131	Roundabout Screening Policy / Tool and Network Screening Study		2018-2031	56,100	-	56,100	-	56,100	33,323	22,777	
132	Bethesda Rd Environmental Assessment- (Ninth to Tenth) 2022		2022	224,400	-	224,400	-	224,400	133,294	91,106	
133	Lakeshore Road Environmental Assessment		2018-2031	168,300	-	168,300	-	168,300	99,970	68,330	
134	10th Line Improvements and Jog Elimination Environmental Assessment		2018-2031	224,400	-	224,400	-	224,400	133,294	91,106	
	Other										
135	Main St. - NPV of Principal Payments		2018-2031	1,122,744	-	1,122,744	-	1,122,744	666,910	455,834	
136	Main St. - NPV of Interest Payments		2018-2031	812,544	-	812,544	-	812,544	482,651	329,893	
137	Owner Const Rds 2011-42-OCP-RD - NPV of Principal Payments		2018-2021	1,865,124	-	1,865,124	-	1,865,124	1,107,884	757,240	
138	Owner Const Rds 2011-42-OCP-RD - NPV of Interest Payments		2018-2021	152,879	-	152,879	-	152,879	90,810	62,069	
139	Trailbridges (from 2008 D.C. Study) - NPV of Principal Payments		2018-2023	225,810	-	225,810	-	225,810	134,131	91,679	
140	Trailbridges (from 2008 D.C. Study) - NPV of Interest Payments		2018-2023	24,932	-	24,932	-	24,932	14,810	10,122	
	Outstanding DC Credits										
	Road/Stream Crossing Hoover Pk Dr Little Rouge Creek - Project #87			1,484,187	-	1,484,187	-	1,484,187	881,607	602,580	
	Highway 48/Hoover Pk Dr Traffic Signals - Project #97			167,625	-	167,625	-	167,625	99,569	68,056	
	Highway 48/Sams Way Traffic Signals - Project #98			213,913	-	213,913	-	213,913	127,064	86,849	
	Highway 48/Hoover Park South Ph1 Streetlights - Project #119			87,751	-	87,751	-	87,751	52,124	35,627	
	Highway 48/Main to Hoover Ph 1 Streetlights - Project #120			40,620	-	40,620	-	40,620	24,128	16,492	
	Oversizing Storm Sewers (Mostar site)			87,607	-	87,607	-	87,607	52,038	35,568	
	Crossing (RB04) - Baker Hill Drive at Little Rouge Creek (West)			3,300,000	-	3,300,000	-	3,300,000	1,960,200	1,339,800	
	Crossing (RB04) - NPV of Anticipated Interest Payments			1,375,349	-	1,375,349	-	1,375,349	816,957	558,392	
	Crossing (RB05) - Forsyth Farm Road at Reesor Creek			2,717,300	-	2,717,300	-	2,717,300	1,614,076	1,103,224	
	Crossing (RB10) - Baker Hill Drive at Little Rouge Creek (East)			2,720,000	-	2,720,000	-	2,720,000	1,615,680	1,104,320	
	Roundabout - Baker Hill Blvd / Ninth Line			492,800	-	492,800	-	492,800	292,723	200,077	
	Roundabout - Tenth Line/ Bayers Pond Way			750,000	-	750,000	-	750,000	445,500	304,500	
	Reserve Fund Adjustment							(2,373,974)	(1,410,140)	(963,833)	
	Total			64,226,158	-	64,226,158	16,004,679	45,847,505	27,233,418	18,614,087	

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

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

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

5.3.1 Water Services

The capital needs identified include new watermains, fire protection systems for the Gormley development area, watermain upgrades, and watermain oversizing. The capital needs identified total \$18.0 million. Additional costs included in the calculation of the charge are \$0.4 million for the project management and administration and \$1.4 million in outstanding D.C. credits for works emplaced by developers. Benefit to existing development deductions of \$4.1 million have been made to account for replacement of existing watermains and the non-growth apportionment of project management and administration costs. In addition, deductions have been made for benefit to growth outside the forecast period of \$0.7 million where projects have been explicitly oversized for growth to 2041. Other contributions of \$1.4 million have also been deducted in recognition that only the portion of the local service projects that have been oversized for growth have been included in the calculation of the charge.

After adding \$0.9 million for the reserve fund deficit, \$14.6 million in net growth-related capital costs have been included in the calculation of the charge. These costs have been allocated to residential (73%) and (27%) non-residential based on the design flow assumptions underlying the Town's Master Plan.

5.3.2 Wastewater Services

The capital needs identified include pumping station works, new sanitary sewers, and flow monitoring program. In total, the capital works identified account for \$24.1 million of the anticipated \$25.6 million in gross capital costs. The remaining costs included in

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

Prj.No	Increased Service Needs Attributable to Anticipated Development						Less:		Potential D.C. Recoverable Cost			
	2018-2031		Timing (year)	Gross Capital Cost Estimate (2018\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
	Project Name	Project Description									73%	27%
W01	Bethesda Side Road #1	New 300 mm diameter watermain along Bethesda Side Road from Ninth Line to W10. Two creek crossings.	2023	1,806,000	-	-	1,806,000	-	-	1,806,000	1,322,080	483,920
W02	Bethesda Side Road #2	New 300 mm diameter watermain along Bethesda Side Road from W10 to W09	2023	396,000	-	-	396,000	-	-	396,000	289,891	106,109
W03	Bethesda Side Road #3	New 300 mm diameter watermain along Bethesda Side Road from W09 to W08	2023	661,000	-	-	661,000	-	-	661,000	483,884	177,116
W04	Hwy 48 #1	New 300 mm diameter watermain along Hwy 48 from Main Street to Hoover Park Drive. One creek crossing	2021-2026	1,693,000	-	-	1,693,000	-	-	1,693,000	1,239,359	453,641
W05	PRV Hwy 48	New Zone 2/3 PRV along Hwy 48, south of Main Street. Exact location to be determined.	2021-2026	69,000	-	-	69,000	-	-	69,000	50,511	18,489
W06	York Durham Line #1	New 300 mm diameter watermain along Main Street and York Durham Line, from Stouffville Well 1&2 to Loretta Crescent. Potential issues with groundwater during construction based on historical construction in this area	2019	703,000	-	-	703,000	-	-	703,000	514,630	188,370
W07	York Durham Line #2	New 200 mm diameter watermain along York Durham Line, between Bethesda Side Road and Main Street	2020-2022	570,000	-	-	570,000	-	-	570,000	417,268	152,732
W08	Bethesda Side Road #4	New 300 mm diameter watermain along Bethesda Side Road from W01 to Hwy 48	2023	320,000	-	-	320,000	160,000	-	160,000	117,128	42,872
W20	Future Road #13	New 300 mm diameter watermain along future road in northeast corner of Stouffville, connecting W34 to Ninth Line	2019	905,000	108,000	-	797,000	181,000	-	616,000	450,942	165,058
W21	PRV Future Road	New Zone 1/2 PRV along W20. Exact location to be determined.	2022-2025	69,000	-	-	69,000	13,800	-	55,200	40,409	14,791
W22	Main Street	300 mm watermain upgrade along Main Street from Ninth Line to Park Drive. One railway and one creek crossing.	2019-2020	1,880,000	-	-	1,880,000	940,000	-	940,000	688,126	251,874
W23	Second Street	200 mm watermain upgrade along Second Street from Ninth Line to Albert Street.	2019-2024	399,000	-	-	399,000	199,500	-	199,500	146,044	53,456
W24	Commercial Street	150 mm watermain upgrade along Commercial Street from Church Street North to Mill Street	2019-2024	148,000	-	-	148,000	74,000	-	74,000	54,172	19,828
W25	Church Street North	200 mm watermain upgrade along Church Street North from Main Street to Warriner Street	2019-2024	321,000	-	-	321,000	160,500	-	160,500	117,494	43,006
W26	O'Brien Avenue	150 mm watermain upgrade along O'Brien Avenue from Main Street to Burkholder Street	2019-2024	235,000	-	-	235,000	117,500	-	117,500	86,016	31,484
W27	Lloyd Street	150 mm watermain upgrade along Lloyd Street from Main Street to Rose Avenue	2019-2024	377,000	-	-	377,000	188,500	-	188,500	137,991	50,509
W28	Orchard Park Boulevard	200 mm watermain upgrade along Orchard Park Boulevard from Main Street to Sunset Boulevard	2019-2024	231,000	-	-	231,000	115,500	-	115,500	84,552	30,948
W29	PRV Millard Street	New Zone 1/2 PRV along Millard Street. Exact location to be determined.	2019	69,000	-	-	69,000	34,500	-	34,500	25,256	9,244
W31	Mill Street	200 mm watermain upgrade along Mill Street from Main Street to Freil Lane	2019-2024	119,000	-	-	119,000	59,500	-	59,500	43,557	15,943
W34	Future Road #15	New 300 mm diameter watermain along future road in northeast corner of Stouffville, connecting W19 to W20. One railway crossing and one creek crossing.	2020-2022	2,104,000	534,000	-	1,570,000	-	1,397,000	173,000	126,644	46,356
W35	Lakeshore/Ninth	New 300 mm diameter watermain (twinned) along Ninth Line and Lakeshore Road from Musselman's Lake Elevated Tank to Connor Drive	2019-2024	2,760,000	-	-	2,760,000	1,380,000	-	1,380,000	1,010,228	369,772
W36	HWY 48 #2	New 300 mm diameter watermain along Hwy 48	2023	784,000	-	-	784,000	392,000	-	392,000	286,963	105,037
W38	York Durham Line #3	New 200 mm diameter watermain along York Durham Line, between Bethesda Side Road and Main Street	2020-2022	304,000	-	-	304,000	-	-	304,000	222,543	81,457
W39	Gormley Fire Protection	New 300 mm diameter fire protection watermain on Stouffville Road from Union Street west (347m)	2022	486,000	-	-	486,000	-	-	486,000	355,776	130,224
W40	Gormley Fire Protection	New 300 mm diameter fire protection watermain on Union Street from Stouffville Street south (453 m)	2022	630,000	-	-	630,000	-	-	630,000	461,191	168,809
	Project Management and Administration		2018-2031	376,267	13,391	-	362,876	83,774	-	279,102	204,316	74,786
	Outstanding DC Credits											
	Well & Pump, Storage Tank & High Lift Pumps- (Rice Gormley Well Site)			1,111,268			1,111,268			1,111,268	813,502	297,765
	Oversizing Baker Hill Watermain 400mm Main to ToxTel			97,924			97,924			97,924	71,685	26,239
	W54 (New 400 mm diameter watermain on Baker Hill Blvd from Millard St to 240 m north of Millard St (Oversizing only))			164,295			164,295			164,295	120,272	44,023
	Reserve Fund Adjustment			-	-	-	-	-	-	921,539	674,612	246,927
	Total			19,788,754	655,391	-	19,133,362	4,100,074	1,397,000	14,557,828	10,657,042	3,900,786

6. D.C. Calculation

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

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

Table 6-5 summarizes the schedule of charges reflecting the maximum D.C.s by residential dwelling type, and per sq.ft. of G.F.A. for non-residential development. Table 6-6 compares the Town's existing charges to the charges proposed herein, for a single detached residential dwelling unit and per sq.ft. of G.F.A. for non-residential development. The calculated charges for a fully service single detached residential dwelling unit are \$22,180 and this represents an increase of \$7,780 per unit or an increase of 54% over the current rates. Similarly, the calculated charge per sq.ft. of non-residential G.F.A. in fully serviced areas is \$6.46 and represents an increase of \$2.15 per sq.ft. or 50% over current rates.

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

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

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

SERVICE	2018\$ D.C.-Eligible Cost		2018\$ D.C.-Eligible Cost	
	Residential	Non-Residential	SDU	per ft ²
	\$	\$	\$	\$
5. Roads Services	27,233,418	18,614,087	5,948	3.22
6. Fire Protection Services	2,683,880	2,286,268	586	0.40
7. Public Works Services	550,711	228,712	120	0.04
TOTAL	\$30,468,009	\$21,129,067	\$6,654	3.66
D.C.-Eligible Capital Cost	\$30,468,009	\$21,129,067		
20-Year Gross Population/GFA Growth (sq.ft.)	14,677	5,768,900		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$2,075.90	\$3.66		
<u>By Residential Unit Type</u>	<u>P.P.U.</u>			
Single and Semi-Detached Dwelling	3.21	\$6,655		
Apartments - 2 Bedrooms +	2.09	\$4,332		
Apartments - Bachelor and 1 Bedroom	1.43	\$2,969		
Other Multiples	2.55	\$5,298		

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

SERVICE	2018\$ D.C.-Eligible Cost		2018\$ D.C.-Eligible Cost	
	Residential	Non-Residential	SDU	per ft ²
	\$	\$	\$	\$
8. Water Services	10,657,042	3,900,786	2,392	0.88
TOTAL	\$10,657,042	\$3,900,786	\$2,392	0.88
D.C.-Eligible Capital Cost	\$10,657,042	\$3,900,786		
Buildout Gross Population/GFA Growth (sq.ft.)	14,282	4,416,200		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$746.19	\$0.88		
By Residential Unit Type	P.P.U.			
Single and Semi-Detached Dwelling	3.21	\$2,392		
Apartments - 2 Bedrooms +	2.09	\$1,557		
Apartments - Bachelor and 1 Bedroom	1.43	\$1,067		
Other Multiples	2.55	\$1,904		

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

SERVICE	2018\$ D.C.-Eligible Cost		2018\$ D.C.-Eligible Cost	
	Residential	Non-Residential	SDU	per ft ²
	\$	\$	\$	\$
9. Wastewater Services	13,937,598	4,938,008	3,226	1.35
TOTAL	\$13,937,598	\$4,938,008	\$3,226	1.35
D.C.-Eligible Capital Cost	\$13,937,598	\$4,938,008		
Buildout Gross Population/GFA Growth (sq.ft.)	13,853	3,659,300		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$1,006.11	\$1.35		
By Residential Unit Type	P.P.U.			
Single and Semi-Detached Dwelling	3.21	\$3,226		
Apartments - 2 Bedrooms +	2.09	\$2,100		
Apartments - Bachelor and 1 Bedroom	1.43	\$1,439		
Other Multiples	2.55	\$2,568		

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

Service	RESIDENTIAL				NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Other Multiples	(per sq.ft. of Gross Floor Area)
Municipal Wide Services:					
Roads Services	5,948	3,872	2,653	4,735	3.22
Fire Protection Services	586	381	261	466	0.40
Public Works Services	120	78	54	96	0.04
Leisure Services	8,439	5,493	3,764	6,717	0.27
Library Services	867	564	387	690	0.04
By-Law Enforcement Services	8	5	4	6	0.00
Administration Studies	594	387	265	473	0.26
Total Municipal Wide Services	16,562	10,780	7,388	13,183	4.23
Urban Services					
Wastewater Services	3,226	2,100	1,439	2,568	1.35
Water Services	2,392	1,557	1,067	1,904	0.88
Total Urban Services	5,618	3,657	2,506	4,472	2.23
GRAND TOTAL RURAL AREA	16,562	10,780	7,388	13,183	4.23
URBAN SERVICED AREAS					
GRAND TOTAL WASTEWATER SERVICED AREAS	19,788	12,880	8,827	15,751	5.58
GRAND TOTAL WATER SERVICES SERVICED AREAS	18,954	12,337	8,455	15,087	5.11
GRAND TOTAL WATER AND WASTEWATER SERVICED AREAS	22,180	14,437	9,894	17,655	6.46

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

Service	Residential (Single Detached) Comparison				Non-Residential (per sq.ft.) Comparison			
	Current	Calculated	Difference		Current	Calculated	Difference	
			\$	%			\$	%
Municipal Wide Services:								
Roads Services	3,294	5,948	2,654	81%	2.41	3.22	0.81	34%
Fire Protection Services	532	586	54	10%	0.40	0.40	-	0%
Public Works Services	531	120	(411)	-77%	0.19	0.04	(0.15)	-79%
Leisure Services	6,624	8,439	1,815	27%	0.36	0.27	(0.09)	-24%
Library Services	672	867	195	29%	0.05	0.04	(0.01)	-23%
By-Law Enforcement Services	-	8	8	0%	-	0.00	0.00	0%
Administration Studies	185	594	409	221%	0.08	0.26	0.18	221%
Total Municipal Wide Services	11,838	16,562	4,724	40%	3.49	4.23	0.74	21%
Area Specific Services:	-	-	-	0%	-	-	-	0%
Wastewater Services	1,068	3,226	2,158	202%	0.35	1.35	1.00	286%
Water Services	1,494	2,392	898	60%	0.47	0.88	0.41	87%
Total Area Specific Services	2,562	5,618	3,056	119%	0.82	2.23	1.41	172%
Grand Total - Urban Area	14,400	22,180	7,780	54%	4.31	6.46	2.15	50%

b) Non-statutory exemptions

- development of non-residential farm buildings constructed for an agricultural use.

7.2.5 Phase in Provision(s)

The proposed D.C. By-law will come into effect on January 1, 2019, however, a transition period is proposed whereby the current D.C. rates under By-law 2013-180-FI (as amended) will remain in effect until March 1, 2019. On March 1, 2019 the calculated D.C.s as set out in Chapter 6 will be imposed for the remainder of the life of the by-law. This policy allows for a five-month transition period between the anticipated date of by-law passage (September 25, 2018) until March 1, 2019 when the new rates will come into effect.

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. However, Council may enter into agreements providing for all or any part of D.C.s to be paid after it would otherwise be payable.

In particular, the D.C. By-law include provisions to reflect the following:

- Upon written request by the developer, Council may enter into a D.C. deferral agreement for a high density residential development, requiring the payment of 50% of the development charge at the time of first building permit issuance and 50% at the time of occupancy permission; and
- Upon written request by the developer, Council may enter into a D.C. deferral agreement for a hotel development, requiring the payment of 50% of the development charge at the time of first building permit issuance and 50% three years after the date of foundation permit, subject to Town staff consideration

7.2.7 Indexing

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

7.2.8 D.C. Spatial Applicability

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

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

- The ten-year service level from all applicable services across the Town can be included to establish an upper ceiling on the amount of funds which can be collected. If a D.C. by-law applied to only a part of the municipality, the level of service cannot exceed that which would be determined if the by-law applied to the whole municipality. As such, when applied to forecast growth within the specific area, it would establish an area specific level of service ceiling which could reduce the total revenue recoverable for the Town, potentially resulting in D.C. revenue shortfalls and impacts on property taxes and user rates.
- Town-wide D.C.s ensures a consistent approach to financing the entire cost associated with growth-related capital projects. For example, user rates and property taxes are required to finance the share of growth-related capital projects not recoverable by D.C.s and all associated operating costs. Therefore, the use of area specific D.C.s results in a share of growth-related capital costs being recovered from a specific area, with the remaining capital costs of the projects (i.e. non-D.C. recoverable share) and the associated operating costs with those new assets being recovered from uniform user rates and property taxes, applied to the entire Town.
- Attempting to impose an area-specific D.C. potentially causes equity issues in transitioning from a Town-wide approach to an area-specific approach. An area municipality that is less developed and becomes subject to an area specific D.C., could face a significant increase in D.C. rates, as the municipality will not benefit

from drawing on the pool of D.C. funding and may have contributed Regional D.C.s to fund capital required to support development in other communities of the Town. Whereas, another part of the municipality that has experienced significant growth which required substantial capital investments, benefitted from the capital investments being financed by Town-wide D.C.s. The implementation of area specific development charges could result in varying D.C.s across the Town, which may impact the ability to attract investment into parts of the community.

- Services are generally available across the Town, used often by all residents and are not restricted to one specific geographic area. The use of a Town-wide D.C. approach reflects these system-wide benefits of service and more closely aligns with the funding principles of service provision (e.g. uniform Town-wide water and wastewater rates, property tax rates, etc.).

Based on the foregoing and discussions with Town staff, there is no apparent justification for the establishment of area-specific D.C.s at this time. The recommendation is to continue to apply Town-wide D.C.s for all services, excluding water and wastewater services, which will only be applied in the urban serviced areas of the Town.

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 nine (9) separate reserve funds, including: Leisure Services, Library Services, By-Law Enforcement Services, Administration Studies, Roads Services, Fire Protection Services, Public Works Services, Water Services, and Wastewater Services.

7.3.2 By-law In-force Date

The proposed by-law under D.C.A., 1997 will come into force on January 1st, 2019.

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. Background Study dated July 12, 2018, as ammended, subject to further annual review during the capital budget process;”

“Approve the D.C. Background Study dated July 12, 2018, as ammended;”

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

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

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

In recognition to the schematic in Section 8.1, the following table (presented in 2018\$) has been developed to provide the annualized expenditures and revenues associated with new growth. Note that the D.C.A. does not require an analysis of the non-D.C. capital needs or their associated operating costs so these are omitted from the table below. Furthermore, as only the present infrastructure gap been considered at this time within the A.M.P., the following does not represent a fiscal impact assessment (including future tax/rate increases) but provides insight into the potential affordability of the new assets:

1. The non-D.C. recoverable portion of the projects which will require financing from Town financial resources (i.e. taxation, rates, fees, etc.). This amount has been presented on an annual debt charge amount based on 20-year financing.
2. Lifecycle costs for the 2018 D.C. capital works have been presented based on a sinking fund basis. The assets have been considered over their estimated useful lives.
3. Incremental operating costs for the D.C. services (only) have been included.
4. The resultant total annualized expenditures are \$16.1 million.
5. Consideration was given to the potential new taxation and user fee revenues which will be generated as a result of new growth. These revenues will be available to finance the expenditures above. The new operating revenues are \$12.3 million. This amount, totalled with the existing operating revenues of \$80.4 million, provide annual revenues of \$92.7 million by the end of the period.
6. In consideration of the above, the capital plan is deemed to be financially sustainable.

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

	Sub-Total	2031 (Total)
Expenditures (Annualized)		
Annual Debt Payment on Non-Growth Related Capital ¹ (2014 D.C. and 2016 updates)		2,887,510
Annual Debt Payment on Post Period Capital ²		397,980
Lifecycle:		
Annual Lifecycle - Town Wide Services	\$4,868,213	
Annual Lifecycle - Area Specific Services ³	\$2,058,578	
Sub-Total - Annual Lifecycle	\$6,926,791	\$6,926,791
Incremental Operating Costs (for D.C. Services)		\$6,285,702
Total Expenditures		\$16,100,003
Revenue (Annualized)		
Total Existing Revenue ⁴		\$80,417,053
Incremental Tax and Non-Tax Revenue (User Fees, Fines, Licences, etc.)		\$12,275,285
Total Revenues		\$92,692,338

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

² Interim Debt Financing for Post Period Benefit

³ All area-specific infrastructure costs have been included

⁴ As per Sch. 10 of FIR

Appendix B – Level of Service

Service: Fire Vehicles
 Unit Measure: No. of vehicles

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

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

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

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

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

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

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

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

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

Service: Roads Services
 Unit Measure: km of roadways

Description	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 Value (\$/km)
Collectors - Rural kilometers 2 lane	4	4	4	4	4	4	4	4	4	4	\$965,600
Collectors - Urban kilometers 2 lane	8	8	8	8	8	8	8	8	8	8	\$1,783,500
Arterial - Rural Kilometers 2 lane	126	126	126	126	126	126	126	126	126	126	\$1,453,100
Arterial - Urban Kilometers 2 lane	106	106	106	106	106	106	106	106	106	106	\$2,048,200
3 lane	3	3	3	3	3	3	3	3	3	3	\$2,189,500
Total	247	247	247	247	247	247	247	247	247	247	

Population	30,527	32,895	35,262	37,628	39,285	40,942	42,598	44,255	45,837	46,909
Per Capita Standard (per 1,000)	8.0912	7.5087	7.0047	6.5643	6.2874	6.0329	5.7984	5.5813	5.3887	5.2655

10 Year Average	2008-2017
Quantity Standard (per 1,000)	6.3523
Quality Standard	1,720,259
Service Standard	\$10,928

D.C. Amount (before deductions)	13 Year
Forecast Population	10,756
\$ per Capita	\$10,928
Eligible Amount	\$117,537,266

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

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

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

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

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

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

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

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

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

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

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

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

Service: Parkland Development
 Unit Measure: Acres of Parkland

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Description	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 Value (\$/item)
Circulation, including Talking Books	84,242	84,242	91,273	85,835	89,011	102,063	83,870	76,833	69,671	95,238	\$28
Reference	1,146	1,147	1,902	1,148	1,268	1,480	1,037	939	584	585	\$43
CDs & DVDs	2,768	2,768	4,423	6,867	8,872	8,796	10,229	10,965	9,068	7,760	\$34
Print Periodicals	132	133	125	126	131	137	120	107	110	106	\$40
Database Subscriptions	-	-	27	12	10	10	10	10	12	12	\$1,200
Reference Databases	-	-	32	32	31	31	31	31	42	42	\$400
E-Resources, including e-books	-	-	16,128	28,524	46,834	60,907	146,252	144,820	167,705	174,596	\$100
Total	88,288	88,290	113,910	122,544	146,157	173,424	241,549	233,705	247,192	278,339	

Population	30,527	32,895	35,262	37,628	39,285	40,942	42,598	44,255	45,837	46,909
Per Capita Standard	2.8921	2.6840	3.2304	3.2567	3.7204	4.2358	5.6704	5.2809	5.3928	5.9336

10 Year Average	2008-2017
Quantity Standard	4.2297
Quality Standard	59
Service Standard	\$250

D.C. Amount (before deductions)	10 Year
Forecast Population	9,450
\$ per Capita	\$250
Eligible Amount	\$2,362,406

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

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

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

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

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

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

SERVICE	ANNUAL LIFECYCLE EXPENDITURES	ANNUAL OPERATING EXPENDITURES	TOTAL ANNUAL EXPENDITURES
1. Wastewater Services	1,288,529	297,382	1,585,911
2. Water Services	770,049	420,303	1,190,352
3. Roads Services	1,570,294	2,102,405	3,672,699
4. Public Works Services	106,444	64,630	171,074
5. Fire Protection Services	79,357	1,487,496	1,566,853
6. Leisure Services	2,455,248	1,292,864	3,748,112
7. Library Services	649,045	376,819	1,025,864
8. By-Law Enforcement Services	7,825	243,804	251,629
9. Administration Studies	-	-	-
Total	6,926,791	6,285,702	13,212,493

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

BY-LAW NUMBER 2018-_____

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

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

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

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

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

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

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

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

1. INTERPRETATION

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

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

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

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

(a) including (but not limited to):

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

(b) but excluding:

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

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

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

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

“board of education” has the same meaning as set out in the *Education Act*, R.S.O. 1990, Chap. E.2, as amended, or any successor thereof;

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

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

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

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

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

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

“Council” means the Council of the municipality;

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

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

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

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

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

“gross floor area” means:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2. DESIGNATION OF SERVICES

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

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

3. APPLICATION OF BY-LAW RULES

3.1 Development charges shall be payable in the amounts set out in this By-law where:

- (a) the lands are located in the area described in section 3.2; and
- (b) the development of the lands requires any of the approvals set out in subsection 3.4(a).

Area to Which By-law Applies

3.2 Subject to section 3.3, this By-law applies to all lands in the Town of Whitchurch-Stouffville whether or not the land or use thereof is exempt from taxation under s. 13 or the Assessment Act.

3.3 Notwithstanding clause 3.2 above, this by-law shall not apply to lands that are owned by and used for the purposes of:

- (a) the municipality or a local board thereof;
- (b) a board of education; or
- (c) the Corporation of the Region of York or a local board thereof;

Approvals for Development

3.4 (a) Development charges shall be imposed on all lands, buildings or structures that are developed for residential or non-residential uses if the development requires:

- (i) the passing of a zoning by-law or of an amendment to a zoning by-law under section 34 of the *Planning Act*;
- (ii) the approval of a minor variance under section 45 of the *Planning Act*;
- (iii) a conveyance of land to which a by-law passed under subsection 50(7) of the *Planning Act* applies;
- (iv) the approval of a plan of subdivision under section 51 of the *Planning Act*;
- (v) a consent under section 53 of the *Planning Act*;
- (vi) the approval of a description under section 50 of the *Condominium Act*, R.S.O. 1990, Chap. C.26, as amended, or any successor thereof; or
- (vii) the issuing of a permit under the *Building Code Act* in relation to a building or structure.

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

Exemptions

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

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

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

3.9 Other Exemptions:

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

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

Amount of Charges

Residential

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

Non-Residential

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

Reduction of Development Charges for Redevelopment

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

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

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

Time of Payment of Development Charges

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

4. PAYMENT BY SERVICES

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

5. INDEXING

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

6. SCHEDULES

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

Schedule A - Residential and Non-Residential Development Charges

7. CONFLICTS

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

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

8. SEVERABILITY

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

9. DATE BY-LAW IN FORCE

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

10. DATE BY-LAW EXPIRES

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

11. EXISTING BY-LAW REPEALED

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

PASSED THIS _____ day of _____, 2018.

Mayor

Town Clerk

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

JANUARY 1, 2019 -FEBRUARY 28, 2019

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

MARCH 1, 2019 -DECEMBER 31, 2023

Service	RESIDENTIAL				NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Other Multiples	(per sq.ft. of Gross Floor Area)
Municipal Wide Services:					
Roads Services	5,948	3,872	2,653	4,735	3.22
Fire Protection Services	586	381	261	466	0.40
Public Works Services	120	78	54	96	0.04
Leisure Services	8,439	5,493	3,764	6,717	0.27
Library Services	867	564	387	690	0.04
By-Law Enforcement Services	8	5	4	6	0.00
Administration Studies	594	387	265	473	0.26
Total Municipal Wide Services	16,562	10,780	7,388	13,183	4.23
Urban Services					
Wastewater Services	3,226	2,100	1,439	2,568	1.35
Water Services	2,392	1,557	1,067	1,904	0.88
Total Urban Services	5,618	3,657	2,506	4,472	2.23
GRAND TOTAL RURAL AREA	16,562	10,780	7,388	13,183	4.23
URBAN SERVICED AREAS					
GRAND TOTAL WASTEWATER SERVICED AREAS	19,788	12,880	8,827	15,751	5.58
GRAND TOTAL WATER SERVICES SERVICED AREAS	18,954	12,337	8,455	15,087	5.11
GRAND TOTAL WATER AND WASTEWATER SERVICED AREAS	22,180	14,437	9,894	17,655	6.46