



Development Charges Background Study

Town of Orangeville

For Public Circulation and Comment

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List of Acronyms and Abbreviations

Acronym	Full Description of Acronym
D.C.	Development charge
D.C.A.	Development Charges Act, 1997, as amended
G.F.A.	Gross floor area
L.P.A.T.	Local Planning Appeal Tribunal
N.F.P.O.W.	No Fixed Place of Work
O.M.B.	Ontario Municipal Board
O.P.A.	Official Plan Amendment
O.Reg.	Ontario Regulation
P.O.A.	Provincial Offences Act
P.P.U.	Persons per unit
S.D.E.	Single detached equivalent
S.D.U.	Single detached unit
s.s.	Subsection
S.W.M.	Stormwater management
sq.ft.	square foot
sq.m	square metre



Report



Chapter 1

Introduction



1. Introduction

1.1 Purpose of this Document

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

Watson & Associates Economists Ltd. (Watson) was retained by the Town, to undertake the D.C. study process in 2019. Watson worked with the Town's senior staff in preparing the D.C. analysis and policy recommendations specific to this background study.

This D.C. background study, containing the proposed D.C. by-laws, 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 requirement for "rules" (contained in Chapter 7) and the proposed by-laws to be made available as part of the approval process (included as Appendix E).

In addition, the report is designed to set out the Town's current D.C. policies (Chapter 2) and the policies underlying the proposed by-law, to make the exercise understandable to those who are involved. Finally, the study addresses post-adoption implementation requirements (Chapter 10) 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., has been scheduled for July 15, 2019. Its purpose is to present the study and draft D.C. by-law to the public and to solicit public input. 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.s.

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

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

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

Figure 1-1 outlines the proposed schedule to be followed with respect to the D.C. by-law adoption process.

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

Process Steps	Dates
Project initiation meetings with Town staff	May 3, 2019
Data collection, staff interviews, preparation of D.C. calculations	May – June 2019
Preparation of draft D.C. background study and review of draft findings with staff	June 2019
D.C. background study and proposed D.C. by-laws available to public	June 26, 2019



Process Steps	Dates
Statutory notice of Public Meeting advertisement placed in newspaper(s)	20 days prior to public meeting
Development Industry Stakeholder Consultation	To be determined
Public Meeting of Council	July 15, 2019
Council considers adoption of D.C. background study and passage of by-law	August 26, 2019
Newspaper notice given of by-law passage	By 20 days after passage
Last day for by-law appeal	40 days after passage
Town makes available D.C. pamphlet	by 60 days after in force date

1.3 Proposed Changes to the D.C.A.: Bill 108 – An Act to amend Various Statutes with Respect to Housing, Other Development, and Various Matters

On May 2, 2019, the Province introduced Bill 108 which proposes changes to the D.C.A. The Bill was introduced as part of the Province’s *“More Homes, More Choice: Ontario’s Housing Supply Action Plan”*. The Bill received royal assent on June 6, 2019.

While having received royal assent, many of the amendments to the D.C.A. do not come into effect until they are proclaimed by the Lieutenant Governor. However, transitional provisions with respect to soft services, as well as other provisions clarifying definitions and administrative powers to make regulations, are in effect as of the date of royal assent. Regarding the transitional provisions for soft services, as noted below, services not identified under the new subsection 2(4) (i.e. soft services) will no longer be eligible



to be included in D.C. by-law once proclaimed. Soft services within an existing D.C. by-law can remain in effect until, even if the by-law expires, until the earlier of the prescribed date (currently anticipated to be January 1, 2021), the date a Community Benefits Charge By-law is passed, or the date when the existing D.C. by-law is repealed. A summary of the changes to the D.C.A. to take effect upon proclamation by the Lieutenant Governor is provided below:

Changes to Eligible Services – the Bill will remove “Soft Services” from the D.C.A. These services will be considered as part of a new Community Benefit Charge (discussed below) imposed under the authority of the *Planning Act*. Once the new s.s. 2(4) is proclaimed, eligible services under the D.C.A. include:

- Water supply services, including distribution and treatment services;
- Wastewater services, including sewers and treatment services;
- Storm water drainage and control services;
- Services related to a highway as defined in subsection 1 (1) of the Municipal Act, 2001 or subsection 3 (1) of the Town of Toronto Act, 2006, as the case may be;
- Electrical power services;
- Policing services;
- Ambulance services;
- Fire protection services;
- Toronto-York subway extension, as defined in subsection 5.1 (1);
- Transit services other than the Toronto-York subway extension;
- Waste diversion services; and
- Other services as prescribed.

Waste Diversion and Ambulance – the Bill will remove the mandatory 10% deduction for these services.

Annual Installments – the Bill proposes that Rental Housing, and Commercial/Industrial/Institutional developments pay D.C.s in six equal annual payments commencing the earlier of the date of issuance of a building permit or occupancy. Non-profit housing developments, will pay D.C.s in 21 equal annual payments. Interest may be charged on the installments, at a prescribed rate, and any unpaid amounts may be added to the property and collected as taxes.



When D.C. Amount is Determined – the Bill proposes that the D.C. amount for all developments proceeding by Site Plan or requiring a Zoning By-law Amendment, shall be determined based on the D.C. charge in effect on the day of the application for Site Plan or Zoning By-law Amendment. If the development is not proceeding via these planning approvals then the amount is determined the earlier of the date of issuance of a building permit or occupancy.

Soft Services to be Included in a new Community Benefit Charge under the Planning Act – it is proposed that a municipality may by by-law impose community benefits charges against land to pay for the capital costs of facilities, services and matters required because of development or redevelopment in the area to which the by-law applies. These services may not include services authorized by the D.C.A. Various provisions are provided as follows:

- Before passing a community benefits charge by-law, the municipality shall prepare a community benefits charge strategy that, (a) identifies the facilities, services and matters that will be funded with community benefits charges and (b) complies with any prescribed requirements;
- The amount of a community benefits charge payable shall not exceed an amount equal to the prescribed percentage of the value of the land as of the valuation date;
- The valuation date is the day before building permit issuance;
- Valuations will be based on appraised value of land. Various requirements are set out in this regard;
- All money received by the municipality under a community benefits charge by-law shall be paid into a special account;
- In each calendar year, a municipality shall spend or allocate at least 60 percent of the monies that are in the special account at the beginning of the year;
- Requirements for annual reporting shall be prescribed; and
- Transitional provisions are set out regarding the D.C. reserve funds and D.C. credits.



1.4 Impact of Bill 108 on Town's D.C. Study Process

Based on the transition provisions in Bill 108 identified above, municipalities with a D.C. by-law expiring between June 6, 2019 (i.e. date of royal assent) and before prescribed date (anticipated to be January 1, 2021), can either:

- Pass a new D.C. by-law for both hard services (i.e. those services permissible under the new s.s. 2(4)) and soft services; or
- Amend their existing D.C. by-law to continue to impose the current soft services, and pass a new D.C. by-law for the hard services only.

In both cases, the charges pertaining to the soft services would continue to be imposed during the transition period until a Community Benefits Charge By-law is passed under the authority of the *Planning Act*, or the prescribed date, whichever comes first.

Through discussion with Town staff, it was determined that the preferred approach was to pass a new by-law for hard services, and amend the Town's existing D.C. by-law to continue to impose the existing soft services through the transition period. Hence, this D.C. background study contains the statutory requirements to adopt a new D.C. by-law for hard services, as well as the amendments to the Town's existing D.C. by-law. Moreover, the appendices to this background study includes the proposed new D.C. bylaw, as well as the amending by-law to By-law 70-2014.



Chapter 2

Town of Orangeville Current D.C. Policy



2. Town of Orangeville Current D.C. Policy

2.1 By-law Enactment

On August 11, 2014, the Town passed By-law 70-2014 under the *Development Charges Act, 1997*, as amended (D.C.A.). The by-law came into effect on September 1, 2014 and expires on September 1, 2019.

2.2 Services Covered

The following services are included under By-law 70-2014. The by-law includes both services imposed on a uniform municipal-wide basis, as well as services imposed on an area-specific basis. The area-specific charges are imposed uniformly across the urban serviced area for water and wastewater services, with additional charges within sub-areas of the urban service area for specific roads and related, water, wastewater and stormwater management projects.

Municipal Wide

- Roads and Related;
- Fire Protection Services;
- Police Services;
- Transit;
- Municipal Parking;
- Parks and Recreation;
- Library Services; and
- Administration – Studies

Urban Services

- Wastewater; and
- Water

Area-Specific Services

- Roads and Related;
 - Water;
 - Wastewater; and
 - Stormwater Management
-



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 is issued for any land, buildings or structures affected by the applicable D.C. The By-law also allows the Town to enter into alternative payment agreements with owners.

2.4 Indexing

The by-law provides for mandatory annual indexing of the charges on the anniversary date of the by-law. 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.

Table 2-1
Schedule of D.C.s

Service	RESIDENTIAL				NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Other Multiples	(per sq.mt. of Gross Floor Area)
Municipal Wide Services					
Roads and Related	\$ 4,566	\$ 2,490	\$ 1,560	\$ 3,321	\$ 21.81
Fire Protection Services	\$ 632	\$ 345	\$ 216	\$ 460	\$ 3.03
Police Services	\$ 557	\$ 304	\$ 190	\$ 405	\$ 2.65
Transit	\$ 31	\$ 16	\$ 11	\$ 22	\$ 0.17
Municipal Parking	\$ 40	\$ 22	\$ 14	\$ 29	\$ 0.22
Parks and Recreation	\$ 5,472	\$ 2,985	\$ 1,870	\$ 3,980	\$ 15.30
Library Services	\$ 632	\$ 345	\$ 216	\$ 460	\$ 1.77
Administration - Studies	\$ 110	\$ 60	\$ 38	\$ 80	\$ 0.61
Total Municipal Wide Services	\$ 12,041	\$ 6,568	\$ 4,116	\$ 8,757	\$ 45.57
Urban Services					
Wastewater	\$ 7,690	\$ 4,194	\$ 2,628	\$ 5,592	\$ 28.92
Water	\$ 5,528	\$ 3,016	\$ 1,889	\$ 4,021	\$ 20.80
Total Urban Services	\$ 13,218	\$ 7,210	\$ 4,517	\$ 9,613	\$ 49.72
GRAND TOTAL RURAL AREA	\$ 12,041	\$ 6,568	\$ 4,116	\$ 8,757	\$ 45.57
GRAND TOTAL URBAN AREA	\$ 25,259	\$ 13,808	\$ 8,651	\$ 18,411	\$ 95.50

Service	\$/Net Developable Hectare
Roads Services	
Roads - RSP1	13,417
Water Services	
Water - WD-1	1,352
Water - WD-2	3,373
Water - WD-3	1,987
Water - WD-4	5,325
Water - WD-5	25,229
Water - WD-6	8,182
Wastewater Services	
Wastewater - SS1	6,875
Wastewater - SS3	10,414
Wastewater - SS4	4,993
Stormwater Management Services	
Stormwater Management - SWM1	3,435
Stormwater Management - SWM2	13,268
Stormwater Management - SWM3	12,775
Stormwater Management - SWM6	4,370



2.5 Redevelopment Credits

The by-law provides D.C. credits for residential and non-residential redevelopments, provided a building permit has been issued for the development within 2 years from the date the demolition permit was issued. The amount of the credit provided cannot exceed the total development charge that would otherwise be payable.

2.6 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:

- Industrial development;
- Cemeteries; and
- Places of worship.



Chapter 3

Anticipated Development in the Town of Orangeville



3. Anticipated Development in the Town of Orangeville

3.1 Requirement 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 development charges can be imposed, must be estimated.”

The growth forecast contained in this chapter (with supplemental tables in Appendix A) provides for the anticipated development for which the Town of Orangeville will be required to provide services, over a 10-year (mid-2019 to mid-2029) and a longer term (mid-2019 to urban buildout) time horizon.

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

The D.C. growth forecast has been derived from the Town of Orangeville Official Plan, December 31, 2018. In preparing the growth forecast, the following information sources were consulted to assess the residential and non-residential development potential for the Town of Orangeville over the forecast period, including:

- Town of Orangeville Development Charges Background Study, Watson & Associates Economists Ltd., July 30, 2014 (as amended July 25, 2014);
- Dufferin County Official Plan, Issued for Council Adoption, September 2014;
- 2006, 2011 and 2016 population, household and employment Census data;
- Historical residential and non-residential building permit data over the 2013 to 2019 year-to-date period, received from the Town of Orangeville;
- Residential supply (in the development process and other designated residential lands) along with residential intensification opportunities as provided by the Town of Orangeville; and



- Discussions with planning staff regarding potential residential and non-residential development opportunities for the Town.

3.3 Summary of Growth Forecast

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

As identified in Table 3-1 and Appendix A, *Schedule 1*, the Town's population is anticipated to reach approximately 34,100 by mid-2029 and 35,360 by buildout, resulting in an increase of approximately 4,880 and 6,140 persons, respectively, over the 10-year and buildout forecast periods.¹

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

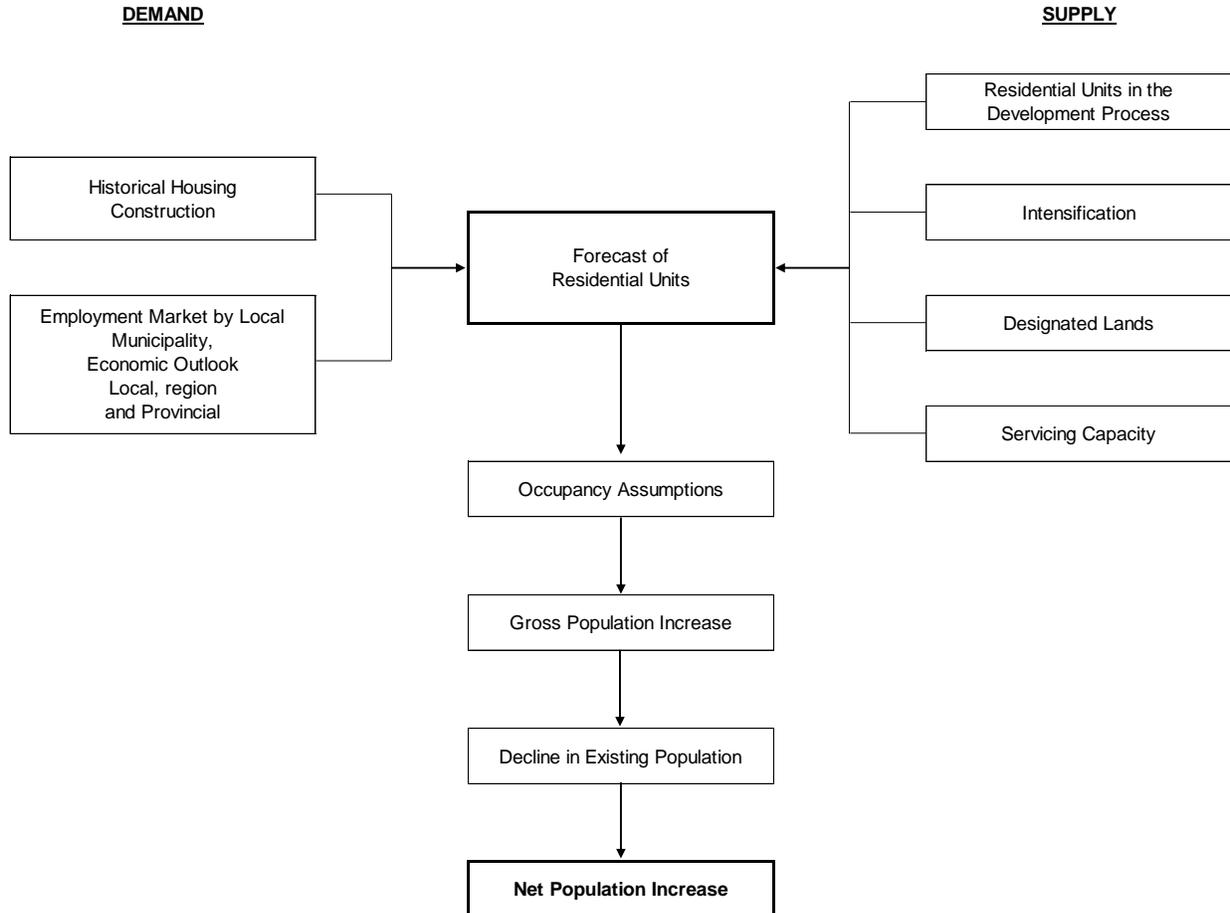
1. Housing Unit Mix (Appendix A – Schedules 1, 5 and 6)

- The housing unit mix for the Town was derived from a detailed review of historical development activity (as per Schedule 6), as well as active residential development applications (as per Schedule 5), and discussions with Town staff regarding anticipated development trends for Orangeville.
- Based on the above indicators, the 2019 to buildout household growth forecast is comprised of a unit mix of 34% low density (single detached and semi-detached), 34% medium density (multiples except apartments) and 32% high density (bachelor, 1-bedroom and 2-bedroom apartments).

¹ The population figures used in the calculation of the 2019 D.C. exclude the net Census undercount, which is estimated at approximately 3.2%.



Figure 3-1
Population and Household Forecast Model





**Table 3-1
Town of Orangeville
Residential Growth Forecast Summary**

	Year	Population (Including Census Undercount) ¹	Excluding Census Undercount			Housing Units					Person Per Unit (P.P.U.): 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	<i>Mid 2006</i>	27,790	26,925	410	26,515	6,795	1,090	1,525	20	9,430	373	2.855
	<i>Mid 2011</i>	28,870	27,975	415	27,560	7,366	1,093	1,599	11	10,069	377	2.778
	<i>Mid 2016</i>	29,820	28,900	550	28,350	7,620	1,285	1,640	15	10,560	500	2.737
Forecast	<i>Mid 2019</i>	30,150	29,220	559	28,661	7,679	1,503	1,643	15	10,840	508	2.696
	<i>Mid 2029</i>	35,180	34,095	653	33,442	8,488	2,285	2,387	15	13,175	594	2.588
	<i>Buildout</i>	36,490	35,360	673	34,687	8,668	2,488	2,584	15	13,755	612	2.571
Incremental	Mid 2006 - Mid 2011	1,080	1,050	5	1,045	571	3	74	-9	639	4	
	Mid 2011 - Mid 2016	950	925	135	790	254	192	41	4	491	123	
	Mid 2016 - Mid 2019	330	320	9	311	59	218	3	0	280	8	
	Mid 2019 - Mid 2029	5,030	4,875	94	4,781	809	782	744	0	2,335	86	
	Mid 2019 - Buildout	6,340	6,140	114	6,026	989	985	941	0	2,915	104	

Source: Watson & Associates Economists Ltd., 2019. Derived from the Town of Orangeville Official Plan, December 31, 2018.

¹ Census undercount estimated at approximately 3.2%. Note: Population including the undercount has been rounded.

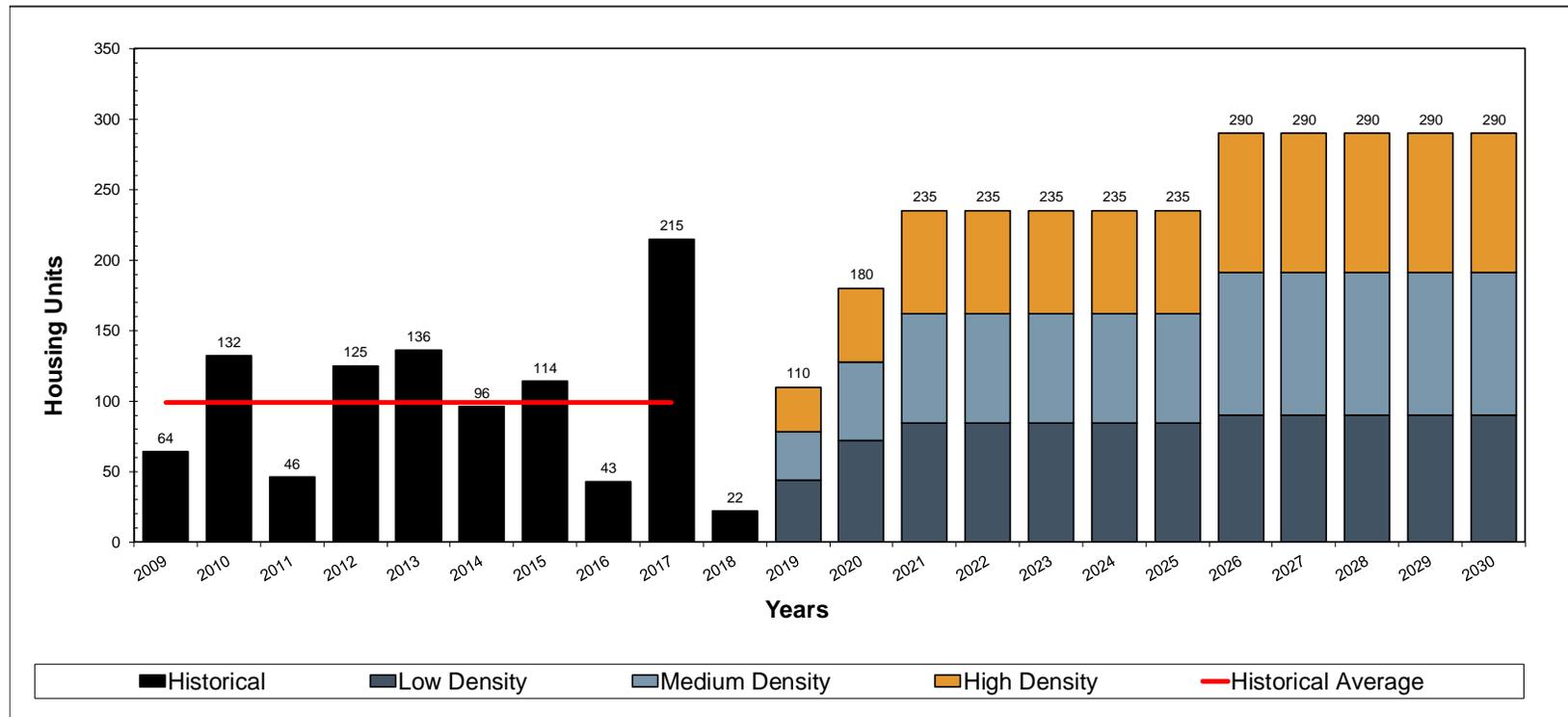
² Includes townhouses and apartments in duplexes.

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

Note: Population forecast identified for buildout is constrained due to the lack of approved municipal water services and municipal sewage services.



Figure 3-2
Town of Orangeville
Annual Housing Forecast



Source: Historical housing activity derived from 2009 to 2018 building permit data received from the Town of Orangeville .

¹ Growth forecast represents calendar year.



2. 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. Services related to a highway, public works, fire, police, stormwater, water and wastewater services can utilize a longer planning period.

3. Population in New Housing Units (Appendix A - Schedules 2, 3 and 4)

- The number of housing units to be constructed in the Town of Orangeville during the short- and long-term periods is presented on Figure 3-2. Over the 2019 to buildout forecast period, the Town is anticipated to average approximately 245 new housing units per year.
- Institutional population¹ is anticipated to grow modestly by approximately 115 persons between 2019 to buildout.
- Population in new units is derived from Schedules 2, 3 and 4, which incorporate historical development activity, anticipated units (see unit mix discussion) and average persons per unit (P.P.U.) by dwelling type for new units.
- Schedules 7a summarizes the average P.P.U. assumed for the new housing units by age and type of dwelling based on a 2016 custom Census data. Due to data limitations, medium and high density PPU's were derived from Dufferin County as outlined in Schedule 7b. The total calculated P.P.U. for all density types has been adjusted downward to account for the P.P.U. trends which has been recently experienced in both new and older units. Forecasted 15-year average P.P.U.s by dwelling type are as follows:
 - Low density: 3.167
 - Medium density: 2.565
 - High density²: 1.443

¹ Institutional includes special care facilities such as nursing home or residences for senior citizens. A P.P.U. of 1.100 depicts 1-bedroom and 2 or more bedroom units in these special care facilities.

² Includes bachelor, 1-bedroom and 2 or more bedroom apartments



4. Existing Units and Population Change (Appendix A - Schedules 2, 3 and 4)

- Existing households for mid-2019 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 2).
- The decline in average occupancy levels for existing housing units is calculated in Schedules 2 through 4, by aging the existing population over the forecast period. The forecast population decline in existing households over the 2019 to buildout forecast period is approximately 990.

5. Employment (Appendix A, Schedules 9a, 9b, 10 and 11)

- Employment projections are largely based on the activity rate method, which is defined as the number of jobs in a municipality divided by the number of residents. Key employment sectors include primary, industrial, commercial/ population-related, institutional, and work at home, which are considered individually below.
- 2016 employment data¹ (place of work) for the Town of Orangeville is outlined in Schedule 9a. The 2016 employment base is comprised of the following sectors:
 - 35 primary (0%);
 - 840 work at home employment (7%);
 - 2,113 industrial (18%);
 - 5,788 commercial/population related (50%); and
 - 2,965 institutional (25%).
- The 2016 employment by usual place of work, including work at home, is approximately 11,740. An additional 1,960 employees have been identified for the Town in 2016 that have no fixed place of work

¹ 2016 employment is based on Statistics Canada 2016 Place of Work Employment dataset by Watson & Associates Economists Ltd.



(N.F.P.O.W.).¹ The 2016 employment base, including N.F.P.O.W., totals approximately 13,700.

- Total employment, including work at home and N.F.P.O.W. for the Town of Orangeville is anticipated to reach approximately 14,580 by mid-2029 and 14,740 by buildout. This represents an employment increase of 770 for the 10-year forecast period and 930 for the buildout forecast.
- Schedule 9b, Appendix A, summarizes the employment forecast, excluding work at home employment and N.F.P.O.W. employment, which is the basis for the D.C. employment forecast. The impact on municipal services from work at home employees has already been included in the population forecast. The need for municipal services related to N.F.P.O.W. employees has largely been included in the employment forecast by usual place of work (i.e. employment and gross floor area generated from N.F.P.O.W. construction employment). Furthermore, since these employees have no fixed work address, they cannot be captured in the non-residential gross floor area (G.F.A.) calculation.
- Total employment for the Town of Orangeville (excluding work at home and N.F.P.O.W. employment) is anticipated to reach approximately 11,580 by mid-2029 and 11,710 by buildout. This represents an employment increase of 560 and 700 over the 10-year and buildout forecast periods, respectively.²

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

- Square footage estimates were calculated in Schedule 9b based on the following employee density assumptions:
 - 1,200 sq.ft. per employee for industrial;

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

² Total employment growth in Schedule 9b (excluding work at home and N.F.P.O.W. employment) has been downwardly adjusted to account for institutional employment associated with special care facilities. Total employment in Schedule 9b is anticipated to reach approximately 11,530 by mid-2029 and 11,650 by buildout.



- 550 sq.ft. per employee for commercial/population-related; and
 - 675 sq.ft. per employee for institutional employment.
- The Town-wide incremental Gross Floor Area (G.F.A.) is anticipated to increase by approximately 434,000 sq.ft. over the 10-year forecast period and 538,000 sq.ft. over the buildout forecast period.¹
- In terms of percentage growth, the 2019 to buildout incremental G.F.A. forecast by sector is broken down as follows:
 - industrial – 61%;
 - commercial/population-related – 31%; and
 - institutional – 8%.

8. Land Supply for Area Specific Service Calculations

- The Town's 2009 DC Background Study identified the developable land supply for specific areas specific capital needs. Chapter 5 of this DC Background Study (section 5.4) summarizes the specific capital projects for area specific recovery. The following table summarizes the residential, industrial, commercial and institutional land supply for which these charges are calculated.

¹ Forecast growth in institutional G.F.A. has been downwardly adjusted to account for institutional development associated with special care facilities



Site Reference	Description	Net Developable Area (in hectares)
Residential		
RES 1	Montgomery Village 2, Ph H	4.09
RES 2	Orangeville Highlands Ph 1	2.88
RES 3	Mono Meadows Ph 4	11.58
RES 4	Transmetro	8.83
RES 5	Carlucci (30 B Line)	1.98
RES 6	Edgewood Valley Ph 1B	1.52
RES 7	Eastview/Transmetro	19.65
RES 8	Alden Hills	6.51
RES 9	Edgewood Valley Ph 2A	1.14
RES 10	Worts	7.51
RES 11	Orangeville Highlands Ph 2A	7.74
RES 12	Orangeville Highlands Ph 2B	3.58
RES 13	Edgewood Valley Ph 2B	3.90
RES 14	Tribunal - Alder/Riddell	1.60
RES 15	Tribunal - MV2I	1.42
RES 16	Tribunal - Chartwell Seniors	2.18
RES 17	54 Lawrence Avenue	0.95
Industrial		
IND 1	635 Riddell Road - Hoare	0.40
IND 2	645 Riddell Road	0.24
IND 3	685 Riddell Road - Harley	0.24
IND 4	630-640 Riddell Road	0.48
IND 5	570 Riddell Road	0.19
IND 6	401 Richardson Road	2.32
IND 7	455 Richardson Road	0.40
IND 8	495 Richardson Road	0.54
IND 9	2 Stewart Court	0.32
IND 10	14 Tideman Drive	1.03
IND 11	16 Commerce Drive (new lot)	1.99
IND 12	27 Commerce Drive	0.40
IND 13	39 Commerce Drive	0.32
IND 14	200/250 Centennial Rd (unbuilt)	0.65



Site Reference	Description	Net Developable Area (in hectares)
IND 15	Mono Meadows Ph 4	6.59
IND 16	Transmetro Properties	2.37
IND 17	NW Orangeville - Transmetro	27.56
Commercial		
COM 1	375 Hansen/Blind Line (NE)	0.64
COM 2	116-120 Broadway Grande	0.63
COM 3	310 Broadway	0.20
COM 4	C Line/Alder St (NW) (undevid)	0.53
COM 5	C Line/Alder St (SW)	1.04
COM 6	Fairgrounds (undevid portion)	0.32
COM 7	Hwy 9/Oak Ridge Dr (NE)	0.64
COM 8	50 Rolling Hills Dr	0.60
COM 9	Blind Line/Hansen (NW)	0.48
COM 10	780/810 Broadway	1.76
COM 11	Highway 10/Buena Vista Dr	0.80
COM 12	281 Broadway	0.50
COM 13	Third St/Fourth Ave	2.96
COM 14	82 Broadway	0.18
Institutional		
INST 1	Humber College, Veterans' Way	9.62



Chapter 4

The Approach to the Calculation of the Charge



4. The Approach to the Calculation of the Charge

4.1 Introduction

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

4.2 Services Potentially Involved

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. as being ineligible for inclusion in D.C.s. These are shown as “ineligible” on Table 4-1. 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. are indicated with a “Yes.”

The Town’s 2019 D.C. Background Study considers the use of D.C.s for all “hard” services for which the Town plans to incur capital costs related to new servicing capacity expansion.

4.3 Increase in the Need for Service

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



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

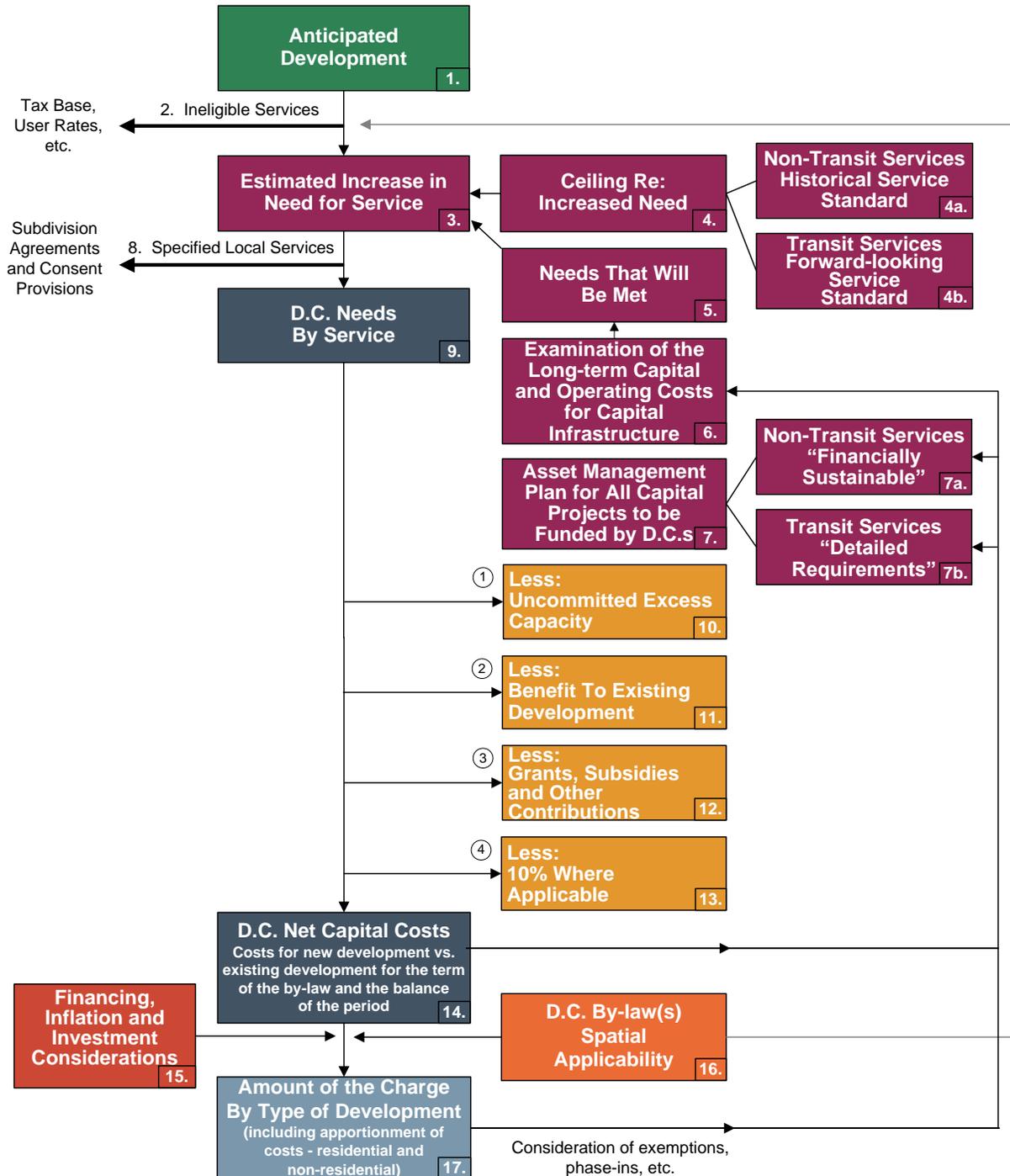




Table 4-1
Categories of Municipal Services to be Addressed as Part of the Calculation

Categories of Municipal Services	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
	Yes	1.3 Bridges, Culverts and Roundabouts	100
	No	1.4 Local municipal roads	0
	Yes	1.5 Traffic signals	100
	Yes	1.6 Sidewalks and streetlights	100
	Yes	1.7 Active Transportation	100
2. Other Transportation Services	Yes	2.1 Transit vehicles ¹ & facilities	100
	Yes	2.2 Other transit infrastructure	100
	No	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
	No	2.8 Airport	90
3. Stormwater Drainage and Control Services	No	3.1 Main channels and drainage trunks	100
	No	3.2 Channel connections	100
	No	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 ¹	100
	Yes	4.3 Small equipment and gear	100

¹with 7+ year life time

*same percentage as service component to which it pertains
computer equipment excluded throughout



Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery %
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
	No	5.2 Development of area municipal parks	90
	No	5.3 Development of district parks	90
	No	5.4 Development of municipal-wide parks	90
	No	5.5 Development of special purpose parks	90
	No	5.6 Parks rolling stock ¹ and yards	90
6. Indoor Recreation Services	No	6.1 Arenas, indoor pools, fitness facilities, community centres, etc. (including land)	90
	No	6.2 Recreation vehicles and equipment ¹	90
7. Library Services	No	7.1 Public library space (incl. furniture and equipment)	90
	No	7.2 Library vehicles ¹	90
	No	7.3 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	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. Wastewater Services	Yes	10.1 Treatment plants	100
	Yes	10.2 Sewage trunks	100
	No	10.3 Local systems	0
	Yes	10.4 Vehicles and equipment ¹	100

¹with 7+ year life time



Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery %
11. Water Supply Services	Yes	11.1 Treatment plants	100
	Yes	11.2 Distribution systems	100
	No	11.3 Local systems	0
	Yes	11.4 Vehicles and equipment ¹	100
12. Waste Management Services	Ineligible	12.1 Landfill collection, transfer vehicles and equipment	0
	Ineligible	12.2 Landfills and other disposal facilities	0
	Yes	12.3 Waste diversion facilities	90
	Yes	12.4 Waste diversion vehicles and equipment ¹	90
13. Policing Services	Yes	13.1 Police detachments	100
	Yes	13.2 Police rolling stock ¹	100
	Yes	13.3 Small equipment and gear	100
14. Homes for the Aged	n/a	14.1 Homes for the aged space	90
	n/a	14.2 Vehicles ¹	90
15. Child Care	n/a	15.1 Child care space	90
	n/a	15.2 Vehicles ¹	90
16. Health	n/a	16.1 Health department space	90
	n/a	16.2 Health department vehicles ¹	90
17. Social Housing	Yes	17.1 Social Housing space	90
18. Provincial Offences Act (P.O.A.)	No	18.1 P.O.A. space	90
19. Social Services	No	19.1 Social service space	90
20. Ambulance	No	20.1 Ambulance station space	90
	No	20.2 Vehicles ¹	90
21. Hospital Provision	Ineligible	21.1 Hospital capital contributions	0

¹with 7+ year life time



Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery %
22. Provision of Headquarters for the General Administration of Municipalities and Area Municipal Boards	Ineligible	22.1 Office space	0
	Ineligible	22.2 Office furniture	0
	Ineligible	22.3 Computer equipment	0
23. Other Services	Yes	23.1 Studies in connection with acquiring buildings, rolling stock, materials and equipment, and improving land ² and facilities, including the D.C. background study cost 23.2 Interest on money borrowed to pay for growth-related capital	0-100
	Yes		0-100

¹with a 7+ year life time

²same percentage as service component to which it pertains

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

4.4 Local Service Policy

Some of the need for services generated by additional development consists of local services related to a plan of subdivision. As such, they will be required as a condition of



subdivision agreements or consent conditions. The Town's Local Service Policy is included in Appendix D.

4.5 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, 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.



4.6 Treatment of Credits

Section 8, paragraph 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.” Subsection 17, paragraph 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 no outstanding D.C. credit obligations.

4.7 Eligible and Committed Excess Capacity

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

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

4.8 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 D.C. Reserve Funds balances, by service, are presented in Table 4-1 below. 2018 year-end reserve fund balances have been adjusted to account eligible and actual reserve funds draws occurring over the 2014-2018 period. These balances have been applied against future spending requirements for all services.

Table 4-1
Estimated D.C. Reserve Funds Balances (as at December 31, 2018)

Service	Adjusted Balance (\$)
Town-Wide Services	
Fire Protection	1,186,688
Police	(631,869)
Roads and Related	(3,077,446)
Transit	12,964
Municipal Parking	(103,858)
Parks and Recreation	1,460,065
Library Services	(404,627)
Administration - Studies	(285,816)
Water Services	8,589,179
Wastewater	(938,687)
Daycare	142,783
Area-Specific Services	
Water Distribution	848,397
Sewage Collection	57,449
Stormwater Management	752,365
Roads	194,264
Total	7,801,851

Note: Amounts in brackets are deficit balances.

4.9 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
- 10% reduction for certain services.



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

4.9.1 Reduction Required by Level of Service Ceiling

This is designed to ensure that the increase in need included in 4.3 does “...not include an increase that would result in the level of service (for the additional development increment) exceeding the average level of the service provided in the 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.

With respect to transit services, the changes to the Act as a result of Bill 73 have provided for an alternative method for calculating the services standard ceiling. Transit services must now utilize a forward-looking service standard analysis, described later in this section.

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

4.9.2 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.”

“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.

4.9.3 Reduction for Benefit to Existing Development

Section 5(1)6 of the D.C.A. provides that, “The increase in the need for service must be reduced by the extent to which an increase in service to meet the increased need would benefit existing development.” The general guidelines used to consider benefit to existing development included the following:

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

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

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

In the case of services such as recreation facilities, community parks, libraries, etc., the service is typically provided on a 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.

4.9.4 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 (including direct developer contributions required due to the local service policy) 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). That is, some grants and contributions may not specifically be applicable to growth or where Council targets fundraising as a measure to offset impacts on taxes. 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.

4.9.5 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 to which the 10% reduction does apply include services such as parks and recreation, libraries, childcare/social services, the Provincial Offences Act, ambulance, homes for the aged, and health.

The 10% is to be netted from the capital costs necessary to provide the increased services, once the other deductions have been made, as per the infrastructure costs sheets in Chapter 5.



4.10 Municipal-Wide vs. Area Rating

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

4.11 Allocation of Development

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



Chapter 5

D.C.-Eligible Cost Analysis by Service



5. D.C.-Eligible Cost Analysis by Service

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

The nature of the capital projects and timing identified in this Chapter reflects Council's current intention. However, over time, municipal projects and Council priorities change and accordingly, Council's intentions may 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 Town-Wide D.C. Calculation

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

5.1.1 *Transit Services*

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

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



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

The Town’s 2016 Transit Optimization Study identified a planned level of service for transit in terms of a target transportation ridership per capita of 6.10 by 2029. This represents an increase from its current level of service of 3.69 ridership per capita in 2018. Table 5-1 summarizes the annual ridership forecast over the 2019-2029 period to achieve the ridership per capita planned level of service. On this basis, the Township’s current ridership of 108,197 is forecast to increase to 207,980 by 2029. This equates to 99,783 incremental rides per year by the end of the 10-year forecast period.

Recognizing the majority of these trips would be as a result of existing constituents changing their mode preference, approximately 29,219 of the incremental trips (or 29.3%) are attributed to new development occurring over the period.

Table 5-1
Ridership Forecast

Description	Current	Target	Incremental
	2018	2029	2019-2029
Ridership			
Total	108,197	207,980	99,783
Population			
Excl. Census Undercount	29,305	34,095	4,790
Ridership/capita			
Total	3.69	6.10	
Transit Ridership			
From Existing	108,197	178,761	70,564
From New Development	-	29,219	29,219
Total	108,197	207,980	99,783
New Development Share of Incremental Trips			29.3%

The Town has identified that it would require 2 additional buses, a new transfer terminal, 4 bus shelters, 30 bus stop signs and concrete pads, as well as AVL equipment for the



additional buses to meet the planned level of service. Furthermore, the Town plans to undertake a Transit Review Study over the forecast period.

Total gross capital costs for the transit program is estimated at \$1.2 million. There is no express access capacity included in the transit program for growth beyond the period, as this would constitute the minimum capital requirement to achieve the planned level of services. Approximately, \$866,711 has been deducted for the benefit to existing development based on the allocation of future ridership within the planned level of service projections. Furthermore, the Town's transit service D.C. uncommitted reserve fund balance of \$12,964 has been deducted from the calculation of the charge.

As a result, approximately \$345,925 has been identified as D.C. recoverable capital costs attributable to development over the forecast period. Based on the relationship of incremental population to employment growth over the forecast period, these costs have been allocated 90% to residential development, and 10% to non-residential development.

5.2 Service Levels and Build-out Capital Costs for Town-Wide D.C. Calculation

This section evaluates the development-related capital requirements for all of the municipal-wide services assessed over the longer-term (build-out) planning period. 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. Note, water and wastewater services level of service calculations are not contained in Appendix B as these are defined by Ministry of the Environment, Conservation and Parks (M.O.E.) requirements.

5.2.1 Fire Protection Services

The Town currently has a single fire station on Dawson Road, which provides 9,600 square feet of floor space. The fire department also has a current inventory of 11 vehicles, and provides 58 sets of equipment for firefighter outfitting. In total, the inventory of fire protection assets provides a historical average level of service of \$321 per capita. The historical level of investment in fire services provides for a D.C. eligible amount over the forecast period of approximately \$2.0 million.



Based on the department's capital plan and discussions with staff, the Town will require funds for a new fire station, a command staff vehicle, equipment for 1 additional command staff, and a Fire Master Plan. In total, the capital costs for fire services over the long-term period are \$8.6 million, after deducting approximately \$1.2 million for the existing reserve fund balance, \$4.8 million for benefit to existing development, and \$589,233 for the benefit to growth beyond the forecast period. A total of \$2.0 million in growth-related Fire Protection Services needs have been included in the calculation of the D.C.

The allocation of net growth-related costs for fire protection services between residential and non-residential development is 91% residential and 9% non-residential, based on incremental population to employment growth over the build-out forecast period.

5.2.2 Policing Services

The Orangeville Policing Service operates out of a 13,900 square foot headquarters, provides outfitting and equipment for 45 officers, and utilizes a fleet of 14 vehicles and radio infrastructure. In total, the inventory of police assets provides a historical average level of service of \$255 per capita. The historical level of investment in Policing Services provides for a D.C. eligible amount over the forecast period of approximately \$1.6 million.

Based on the department's capital plan and discussions with staff, the Town will continue to recover costs associated with the oversized capacity of the police headquarters, which were sized for future growth at the time of construction. Furthermore, the need for three additional vehicles and car radios, equipment for seven additional officers, and radio infrastructure have been identified to service the anticipated population growth. Total gross costs of \$1.9 million have been identified, out of which \$841,640 has been deducted to reflect the benefit to existing arising from the replacement of the previous police station. A further deduction of \$40,606 has been observed in recognition of the benefit to growth beyond the forecast period. Incorporating an uncommitted reserve fund deficit of \$631,869, a total of \$1.6 million in growth-related Policing Service needs have been included in the calculation of the D.C.

The allocation of net growth-related costs for Policing Services between residential and non-residential development is 91% residential and 9% non-residential, on the basis of incremental population to employment growth over the build-out forecast period.



5.2.3 Roads and Road Related Services

The Town has a current inventory of 99 lane kilometres of roads, excluding internal local roads. This historical level of infrastructure investment equates to a \$2,657 per capita level of service. When applied to the forecast population growth to build out (i.e. 6,140), a maximum D.C. eligible cost of \$16.3 million could be expected to meet the future increase in needs for service.

In addition to roads, the Town's public works department utilizes 25,600 square feet of facility space and operates 64 pieces of equipment and machinery, including vehicles. In this regard, a historical average level of service of \$284 per capita has been provided, resulting in a D.C. eligible cap of approximately \$1.7 million.

Review of the Town's roads needs for the forecast period identified \$22.2 million in gross capital costs. These capital needs include road extensions, widenings and intersection improvements, a transportation study, and additional equipment to facilitate future development. Recognizing the benefit to existing development through the resurfacing and replacement of existing infrastructure at the time of addressing growth needs, \$8.9 million has been deducted. A further \$4.9 million has been deducted to reflect anticipated contributions (i.e. local service contributions) towards specific projects. Incorporating an uncommitted reserve fund deficit of \$3.1 million, a total of \$11.5 million in growth-related Roads and Related Service needs have been included in the calculation of the D.C.

The net growth-related costs for roads and related services have been allocated between future residential and non-residential development on the basis of incremental population to employment growth over the build-out forecast period (i.e. 91% residential and 9% non-residential).

5.2.4 Water Services

The anticipated capital needs that have been identified for Water Services to meet the needs of development over the forecast period include a new elevated storage facility, and the development of additional water supply capacity through new wells, conservation efforts, and system optimization.



The gross capital costs for the forecast period total \$20.0 million. Approximately \$8.6 million of capital costs have been deducted in recognition of the existing reserve fund balance, resulting in net growth-related capital costs of \$11.4 million.

The growth-related capital costs have been allocated between future growth 92% residential and 8% non-residential, based on estimated design flows of incremental development over the forecast period.

5.2.5 Wastewater Services

The anticipated capital needs that have been identified for Wastewater Services to meet the needs of development over the forecast period include sewer infiltration reduction projects including flow monitoring, and the debt payments for the expansion of the water pollution control plant including a biosolids handling facility.

In total, the gross capital cost estimates amount to \$21.7 million. Approximately \$4.8 million has been deducted to reflect the benefit to existing population arising from the development of the biosolids handling facility. Furthermore, a reserve fund adjustment of \$938,687 has been observed, for funds available to address part of the growth-related needs. The net D.C. recoverable amount, \$17.1 million has been included in the calculation of the charge.

Similar to water services, the growth-related capital costs have been allocated between future growth 92% residential and 8% non-residential, based on estimated design flows of incremental development over the forecast period.



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

Prj .No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 91%	Non-Residential Share 9%
	2019-Buildout									
1	Provision for new fire station (20,000 sq.ft.)	2022	6,000,000	415,929	5,584,071	3,405,000		2,179,071	1,982,955	196,116
2	Acquisition of land to construct new station	2020	2,500,000	173,304	2,326,696	1,418,750		907,946	826,231	81,715
3	Additional Command Staff Position (equipment)	2022	10,400	-	10,400	-		10,400	9,464	936
4	Additional Command Staff Vehicle	2022	58,000	-	58,000	-		58,000	52,780	5,220
5	Fire Master Plan	2024	50,000	-	50,000	12,500		37,500	34,125	3,375
	Reserve Fund Adjustment							(1,186,688)	(1,079,886)	(106,802)
	Total		8,618,400	589,233	8,029,167	4,836,250	-	2,006,230	1,825,669	180,561



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

Prj .No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 91%	Non-Residential Share 9%
2019-Buildout										
1	Hansen Boulevard from First Street to Highway 10	2031	6,552,000	-	6,552,000	4,062,240		2,489,760	2,265,682	224,078
2	Hansen Blvd. Ext.– Collector Road - Blind Line to Cty Rd. 16, excl. bridge & appr. (Oversizing)	2022	4,692,698	-	4,692,698	-	3,167,222	1,525,476	1,388,183	137,293
3	Hansen Blvd. Bridge at Creek Crossing-including appr. (Oversizing)	2021	1,796,000	-	1,796,000	-	1,600,000	196,000	178,360	17,640
4	Blind Line from Hansen to north corporate limit	2024	2,745,000	-	2,745,000	2,265,340		479,660	436,490	43,169
5	Fourth Avenue and Third Street reconstruction-Alignment of Intersection (Oversizing)	2024	2,000,000	-	2,000,000	280,000	104,559	1,615,441	1,470,051	145,390
6	Broadway – Left turn lane lane at Blind Line	2023	790,000	-	790,000	651,956		138,044	125,620	12,424
7	John Street at Townline – Upgrades to accommodate additional traffic from SAR	2021	362,000	-	362,000	181,000		181,000	164,710	16,290
8	Widen Townline south of Broadway to provide a centre left turn at that intersection	2022	750,000	-	750,000	618,945		131,055	119,260	11,795
9	Intersection Improvements at Centennial and Dawson/Hillside	2021	1,025,000	-	1,025,000	845,892		179,108	162,988	16,120
10	Crane Truck	2024	108,000	-	108,000	-		108,000	98,280	9,720
11	Street Sweeper	2024	430,000	-	430,000	-		430,000	391,300	38,700
12	Traffic Signals at Hansen & Parkinson	2028	175,000	-	175,000	-		175,000	159,250	15,750
13	Traffic Signals at Hansen & Veteran's Way (CR 16)	2028	700,000	-	700,000	-		700,000	637,000	63,000
14	Transportation Study	2024	50,000	-	50,000	12,500		37,500	34,125	3,375
	Reserve Fund Adjustment							3,077,446	2,800,476	276,970
	Total		22,175,698	-	22,175,698	8,917,874	4,871,782	11,463,489	10,431,775	1,031,714



5.3 Service Levels and Build-out Capital Costs for Area-Specific D.C. Calculation

This D.C. Background Study provides for area-specific application for specific roads, water, wastewater, and storm services based on the respective needs and benefiting area. The anticipated development-related capital requirements for these services have been considered over the build-out of each benefiting area, consistent with the Town's previous D.C. Background Studies. Chapter 3 summarizes the benefiting areas (in net developable hectares).

5.3.1 Roads and Related Services

The area-specific roads program continues to identify the Hansen Blvd. bridge over Lower Monora Creek. Out of the gross capital estimate of approximately \$1.6 million, approximately \$25,836 has been deducted to reflect benefits to the existing population.

5.3.2 Water Services

All six area specific water projects that were initially identified in the 2009 D.C. Study and have been carried forward, and the Town will continue to collect money towards them. The updated gross capital cost estimate for projects totals approximately \$2.1 million, of which a benefit to existing deduction of \$290,379 has been made.

Furthermore, local service contributions in the amount of \$815,132 are anticipated, and as such, approximately \$971,708 has been carried into the calculation of the respective charges.

5.3.3 Wastewater Services

The wastewater services area-specific capital program includes total gross capital costs of \$768,000. A benefit to existing deduction in the amount of \$50,221 has been observed for the Hansen Boulevard trunk sanitary sewer and trunk sewer capacity increases to service development west of Blind Line. The total amount included in the calculation of the respective charges is \$717,779.



5.3.4 Stormwater Management Services

The Town will continue to collect money towards stormwater projects initially identified in the 2009 Study. In addition, two additional projects related to Mill Creek Stabilization have been identified for inclusion in the D.C. as part of this study. The total gross capital cost estimate for these area specific projects is approximately \$9.1 million. After deducting \$5.1 million for benefit to existing, and \$810,791 in recognition of local service contributions, the total amount included in the calculation of the respective charges is \$3.2 million.



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

Prj.No	Increased Service Needs Attributable to Anticipated Development	Benefitting Areas	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Net Capital Cost	Less:		Potential D.C. Recoverable Cost
						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	
2019 - Buildout								
WD-1	Additional Pump at Dudgeon Reservoir - Variable Speed	RES2, RES9, RES11, RES12, RES17, COM 1, COM3, COM2, COM6, COM9, COM12, COM13, COM14, IND9, IND10, IND11, IND12, IND13	60,000	-	60,000	16,741		43,259
WD-2	Trunk Watermain (300 mm Dia.) on Hansen Blvd. between Blind Line and County Road 16	RES3, RES4, RES6, RES7, RES8, RES9, RES13 COM9, IND15, IND16	1,004,600	-	1,004,600	-	736,707	267,893
WD-3	Watermain on Amelia Street, Existing Limit to Hansen	RES2, RES11, RES12, COM6, COM13	107,320	-	107,320	-	78,426	28,894
WD-4	Watermain on County Road 109, County Road 16 to Montgomery Blvd. East of Riddell	RES1, RES3, RES4, RES5, RES6, RES7, RES8, RES10, RES13, RES14, RES15, RES16, COM4, COM5, COM10, IND1, IND2, IND3, IND4, ND5, IND7, IND8, IND14, IND15, ND16, IND17, INST1	508,300	-	508,300	149,256		359,044
WD-5	Watermain on B-Line, West Sector Reservoir to Lots at B-Line and County Road 109	RES5, COM10	140,000	-	140,000	-		140,000
WD-6	Watermain on B-Line, Alder Street to Spencer	RES10, RES14, IND1, IND2, IND3, IND4, IND5, IND7, IND8, IND14	257,000	-	257,000	124,382		132,618
	Total		2,077,220	-	2,077,220	290,379	815,132	971,708



Infrastructure Costs Covered in the D.C. Calculation – Area-Specific Stormwater Services

Prj.No	Increased Service Needs Attributable to Anticipated Development	Benefitting Areas	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Net Capital Cost	Less:		Potential D.C. Recoverable Cost
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	
	2019-Urban Buildout								
SWM1	Lower Monora Creek Stream Retrofit and Protection Works	RES2, RES6, RES7, RES8, RES9, RES12, RES13, COM1,	2019-2031	3,292,500	-	3,292,500	2,279,878	684,206	328,416
SWM2	Lower Monora Creek SWM Pond Retrofits	COM9, IND16, IND17, INST1	2019-2031	1,582,200	-	1,582,200	313,655		1,268,545
SWM3	Mill Creek Stabilization of Moderate Priority Sites	RES1, RES3, RES4, RES5, RES14, RES15, RES16,	Completed	917,500	-	917,500	229,438		688,062
SWM4	Mill Creek Stream Stabilization of High Priority Sites and Local Restoration at Kay Cee Gardens	COM2, COM3, COM4, COM5, COM10, COM14, IND9, IND10, IND11, IND12, IND13,	Completed	601,300	-	601,300	601,300		-
SWM5	Middle Monora Creek - Flood & Erosion Control Projects	RES11	2019-2031	822,800	-	822,800	696,216	126,584	-
SWM6	Oversized SWM Pond - Mono Developments, Built Capacity	RES3, RES4, IND15	2019-2031	136,200	-	136,200	-		136,200
SWM 3/4 Ext.1	Mill Creek Stabilization - Center Street to West Broadway at Blind Line	RES1, RES3, RES4, RES5, RES14, RES15, RES16,	2019-2031	850,000	-	850,000	464,925		385,075
SWM 3/4 Ext.2	Mill Creek Stabilization - West Broadway/Blind Line westerly to C Line	COM2, COM3, COM4, COM5, COM10, COM14, IND9,	2019-2031	850,000	-	850,000	464,925		385,075
	Total			9,052,500	-	9,052,500	5,050,337	810,791	3,191,373



5.4 Growth-Related Studies

The D.C.A. permits the inclusion of studies undertaken to facilitate the completion of the Town's D.C. background study. The Town has made provision for the inclusion of new studies undertaken to facilitate this D.C. process, as well as other studies which benefit future growth. The list of studies included in the D.C. includes a 5-year Official Plan Review, Zoning By-law Review, Asset Management Plans, and D.C. Background Studies.

The cost of these projects totals \$389,100 over the 10-year forecast period. Approximately, \$206,582 has been deducted from these costs in recognition of the benefit to existing development. After deducting the 10% statutory deduction, and incorporating the existing D.C. reserve fund deficit for administration services, the net growth-related capital costs included in the charge total approximately \$457,682.

The D.C. recoverable cost share of the growth-related studies have been attributed to the services proposed under the D.C. by-law based on the proportionate share of D.C. recoverable costs. These costs are summarized in the calculations contained in Chapter 6.



Chapter 6

D.C. Calculation



6. D.C. Calculation

Table 6-1 calculates the proposed D.C.s to be imposed for wastewater, water, fire protection, police, and roads and related services over the buildout forecast period. Table 6-2 calculates the proposed D.C.s to be imposed on anticipated development in the Town over the 10-year planning horizon for transit services. Furthermore, Table 6-3 calculates the proposed D.C.s to be imposed on an area-specific basis for specific roads and related, water, wastewater, and stormwater service projects.

The calculation for residential development is generated on a per capita basis, and is based upon five forms of housing types (single and semi-detached, apartments 2+ bedrooms, bachelor and 1-bedroom apartments, special care/special dwelling units, and all other multiples). The non-residential D.C.s have been calculated on a per square metre of gross floor area basis for commercial, industrial and institutional development. Note, for area-specific services, the charges are calculated on a per net developable hectare basis.

The D.C. eligible costs for each service component are provided in Chapter 5 for all municipal services, based on their proposed capital programs. Furthermore, costs for growth-related studies have been allocated proportionately to each service based on the respective D.C. eligible costs for each service.

Table 6-4 summarizes the recommended schedule of charges, reflecting the maximum D.C.s by residential dwelling type, per sq.ft. of G.F.A. for non-residential development, as well as the area-specific charges per net developable hectare.

Tables 6-5 and 6-6 compares the Town's existing charges to the charges proposed herein (Table 6-4), for a single detached residential dwelling unit and per sq.ft. of G.F.A. for non-residential development.

The calculated D.C.s for the hard services described in Chapter 5 decrease from \$19,003 to \$18,142 per single-detached unit. The corresponding charges for non-residential development decrease from \$77.56 to \$74.57 per sq.m.

When considering the charges for soft services, the Town's charges for developments in the urban serviced area are \$24,287 for a single detached residential dwelling unit and \$91.90 per sq.m. of non-residential G.F.A. (excluding additional area-specific charges). The residential charges for a single detached dwelling unit represent an 4%



decrease (-\$971) from the current charges of \$25,259. The non-residential charges of \$91.90 per sq.m. of G.F.A. represent a 4% decrease (-\$3.60) from the current charges of \$95.50 per sq.m. of G.F.A.

Table 6-1
Town-wide Services D.C. Calculation
2019-Build-out

SERVICE	2019\$ D.C.-Eligible Cost		2019\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.m.
1. Wastewater Services	\$ 16,024,724	\$ 1,393,454	\$ 7,118	\$ 27.88
2. Water Services	10,607,076	922,354	4,711	18.46
3. Roads and Related	10,540,208	1,042,438	4,682	20.86
4. Fire Protection Services	1,840,480	182,437	818	3.65
5. Police Services	1,439,710	142,389	639	2.85
TOTAL	40,452,198	\$3,683,073	\$17,968	\$73.70
D.C.-Eligible Capital Cost	\$40,452,198	\$3,683,073		
Buildout Gross Population/GFA Growth (sq.ft.)	7,130	49,973		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$5,673.52	\$73.70		
<u>By Residential Unit Type</u>				
Single and Semi-Detached Dwelling	\$17,968			
Apartments - 2 Bedrooms +	\$8,964			
Apartments - Bachelor and 1 Bedroom	\$6,439			
Other Multiples	\$14,553			
Special Care/Special Dwelling Units	\$6,241			



Table 6-2
Town-wide Services D.C. Calculation
2019-2028

SERVICE	2019\$ D.C.-Eligible Cost		2019\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.m.
6. Transit Services	\$ 314,568	\$ 34,952	\$ 174	\$ 0.87
TOTAL	314,568	\$34,952	\$174	\$0.87
D.C.-Eligible Capital Cost	\$314,568	\$34,952		
10-Year Gross Population/GFA Growth (sq.ft.)	5,735	40,357		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$54.85	\$0.87		
<u>By Residential Unit Type</u>				
Single and Semi-Detached Dwelling	\$174			
Apartments - 2 Bedrooms +	\$87			
Apartments - Bachelor and 1 Bedroom	\$62			
Other Multiples	\$141			
Special Care/Special Dwelling Units	\$60			



**Table 6-3
Area-Specific Services D.C. Calculation
Build-out Forecast**

Service	2019 \$ DC Eligible Cost	Benefitting Area (net developable ha.)	2019 \$ DC Eligible Cost per Hectare	Benefitting Area
Roads and Related Services				
Roads - RSP1	\$1,574,164	102.75	\$15,320	RES3, RES4, RES6, RES7, RES8, RES9, RES13, COM9, IND15, IND16, IND17, INST1
Water Services				
Water - WD-1	\$43,259	29.26	\$1,478	RES2, RES9, RES11, RES12, RES17, COM 1, COM3, COM2, COM6, COM9, COM12, COM13,
Water - WD-2	\$267,893	65.57	\$4,086	RES3, RES4, RES6, RES7, RES8, RES9, RES13
Water - WD-3	\$28,894	17.48	\$1,653	RES2, RES11, RES12, COM6, COM13
Water - WD-4	\$359,044	122.98	\$2,920	RES1, RES3, RES4, RES5, RES6, RES7, RES8, RES10, RES13, RES14, RES15, RES16, COM4, COM5, COM10, IND1, IND2, IND3, IND4, ND5, IND7, IND8, IND14, IND15, ND16, IND17, INST1
Water - WD-5	\$140,000	3.74	\$37,433	RES5, COM10
Water - WD-6	\$132,618	12.49	\$10,618	RES10, RES14, IND1, IND2, IND3, IND4, IND5,
Wastewater Services				
Wastewater - SS1	\$358,826	77.08	\$4,655	RES2, RES7, RES8, RES9, RES11, RES12, RES13, COM1, COM9, IND17
Wastewater - SS3	\$47,500	3.74	\$12,701	RES5, COM10
Wastewater - SS4	\$311,453	77.40	\$4,024	RES2, RES7, RES8, RES9, RES11, RES12, RES13, COM 1, COM6, COM9, IND17
Stormwater Management Services				
Stormwater Management - SWM1	\$328,416	82.85	\$3,964	RES2, RES6, RES7, RES8, RES9, RES12, RES13, COM1, COM9, IND16, IND17, INST1
Stormwater Management - SWM2	\$1,268,545	82.85	\$15,311	RES2, RES6, RES7, RES8, RES9, RES12, RES13, COM1, COM9, IND16, IND17, INST1
Stormwater Management - SWM3	\$688,062	46.67	\$14,743	RES1, RES3, RES4, RES5, RES14, RES15, RES16, COM2, COM3, COM4, COM5, COM10, COM14, IND9, IND10, IND11, IND12, IND13, IND15
Stormwater Management - SWM4	\$0	46.67	\$0	RES1, RES3, RES4, RES5, RES14, RES15, RES16, COM2, COM3, COM4, COM5, COM10, COM14, IND9, IND10, IND11, IND12, IND13, IND15
Stormwater Management - SWM5	\$0	7.74	\$0	RES11
Stormwater Management - SWM6	\$136,200	27.00	\$5,044	RES3, RES4, IND15
Stormwater Management - SWM 3/4 Ext.1	\$385,075	46.67	\$8,251	RES1, RES3, RES4, RES5, RES14, RES15, RES16, COM2, COM3, COM4, COM5, COM10, COM14, IND9, IND10, IND11, IND12, IND13, IND15
Stormwater Management - SWM 3/4 Ext.2	\$385,075	46.67	\$8,251	RES1, RES3, RES4, RES5, RES14, RES15, RES16, COM2, COM3, COM4, COM5, COM10, COM14, IND9, IND10, IND11, IND12, IND13, IND15



Table 6-4
Schedule of D.C.s

Service	RESIDENTIAL					NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Other Multiples	Special Care/Special Dwelling Units	(per sq.m. of Gross Floor Area)
Municipal Wide Services:						
Roads and Related	4,682	2,336	1,678	3,792	1,626	20.86
Fire Protection Services	818	408	293	663	284	3.65
Police Services	639	319	229	518	222	2.85
Transit Services	174	87	62	141	60	0.87
Total Municipal Wide Services	6,313	3,150	2,262	5,114	2,192	28.23
Urban Services						
Wastewater Services	7,118	3,551	2,551	5,765	2,472	27.88
Water Services	4,711	2,351	1,689	3,816	1,636	18.46
Total Urban Services	11,829	5,902	4,240	9,581	4,108	46.34
GRAND TOTAL URBAN AREA	18,142	9,052	6,502	14,695	6,300	74.57

Service	\$/Net Developable Hectare
Roads and Related Services	
Roads - RSP1	\$15,320
Water Services	
Water - WD-1	\$1,478
Water - WD-2	\$4,086
Water - WD-3	\$1,653
Water - WD-4	\$2,920
Water - WD-5	\$37,433
Water - WD-6	\$10,618
Wastewater Services	
Wastewater - SS1	\$4,655
Wastewater - SS3	\$12,701
Wastewater - SS4	\$4,024
Stormwater Management Services	
Stormwater Management - SWM1	\$3,964
Stormwater Management - SWM2	\$15,311
Stormwater Management - SWM3	\$14,743
Stormwater Management - SWM4	-
Stormwater Management - SWM5	-
Stormwater Management - SWM6	\$5,044
Stormwater Management - SWM 3/4 Ext.1	\$8,251
Stormwater Management - SWM 3/4 Ext.2	\$8,251



Table 6-5
Comparison of Current and Calculated D.C.s for Town-Wide Services

Residential (Single Detached) Comparison			Non-Residential (per sq.m.) Comparison		
Service	Current	Calculated	Service	Current	Calculated
Hard Services			Hard Services		
Roads and Related	4,566	4,682	Roads and Related	21.86	20.86
Fire Protection Services	632	818	Fire Protection Services	3.03	3.65
Police Services	557	639	Police Services	2.66	2.85
Transit Services	31	174	Transit Services	0.18	0.87
Wastewater Services	7,690	7,118	Wastewater Services	28.99	27.88
Water Services	5,528	4,711	Water Services	20.84	18.46
Total - Hard Services	19,003	18,142	Total - Hard Services	77.56	74.57
Soft Services			Soft Services		
Municipal Parking	40	40	Municipal Parking	0.22	0.22
Parks and Recreation	5,472	5,472	Parks and Recreation	15.34	15.34
Library Services	632	632	Library Services	1.77	1.77
Administration - Studies	110	-	Administration - Studies	0.61	-
Total - Soft Services	6,255	6,145	Total - Soft Services	17.94	17.33
Grand Total	25,259	24,287	Grand Total	95.50	91.90

Table 6-6
Comparison of Current and Calculated D.C.s for Area-Specific Services

Service	Area-Specific D.C.s per Hectare	
	Current	Calculated
Roads and Related Services		
Roads - RSP1	\$14,688	\$15,320
Water Services		
Water - WD-1	\$1,480	\$1,478
Water - WD-2	\$3,692	\$4,086
Water - WD-3	\$2,175	\$1,653
Water - WD-4	\$5,830	\$2,920
Water - WD-5	\$27,618	\$37,433
Water - WD-6	\$8,957	\$10,618
Wastewater Services		
Wastewater - SS1	\$7,526	\$4,655
Wastewater - SS3	\$11,400	\$12,701
Wastewater - SS4	\$5,466	\$4,024
Stormwater Management Services		
Stormwater Management - SWM1	\$3,760	\$3,964
Stormwater Management - SWM2	\$14,525	\$15,311
Stormwater Management - SWM3	\$13,985	\$14,743
Stormwater Management - SWM6	\$4,784	\$5,044
Stormwater Management - SWM 3/4 Ext.1	-	\$8,251
Stormwater Management - SWM 3/4 Ext.2	-	\$8,251



Chapter 7

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



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

7.1 Introduction

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

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

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

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

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

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

7.2 D.C. By-law Structure

It is recommended that:

- the Town uses a uniform municipal-wide D.C. calculation for all municipal services except area-specific capital projects;



- additional D.C.s for area-specific roads and related, water, wastewater, and stormwater services be imposed in the benefitting areas only; and
- one municipal D.C. by-law be used for all services.

7.3 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.

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

7.3.1 Payment in any Particular Case

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

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

7.3.2 Determination of the Amount of the Charge

The following conventions be adopted:

1. Costs allocated to residential uses will be assigned to different types of residential units based on the average occupancy for each housing type constructed during the previous decade. Costs allocated to non-residential uses will be assigned to industrial, commercial and institutional uses based on the G.F.A. constructed.



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

7.3.3 Application to Redevelopment of Land (Demolition and Conversion)

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

- 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
- 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 24 months 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. Furthermore, redevelopment credits will not be granted for demolitions or conversions of previously D.C. exempt uses.

7.3.4 Exemptions (full or partial)

Statutory Exemptions

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



Non-Statutory Exemptions

- Industrial developments;
- Cemeteries; and
- Places of worship.

7.3.5 Phase in Provision(s)

The proposed D.C. By-law will come into effect at the time of By-law passage, and no transition policy has been proposed.

7.3.6 Timing of Collection

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

7.3.7 Indexing

All D.C.s will be subject to mandatory indexing annually on anniversary date of the by-law, in accordance with provisions under the D.C.A.

7.3.8 D.C. Spatial Applicability

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



Based on the foregoing and discussions with Town staff, area-specific D.C.s are suitable for specific projects within roads and related, water, wastewater, and stormwater services. The recommendations are:

- to continue to apply municipal-wide D.C.s for all services except area-specific capital projects as identified in section 5.3 of this report; and
- to continue to apply area-specific D.C.s, by benefitting area, for area-specific roads and related, water, wastewater, and stormwater services.

7.4 Other D.C. By-law Provisions

7.4.1 Categories of Services for Reserve Fund and Credit Purposes

It is recommended that the Town's D.C. collections be contributed into separate reserve funds, one for each service identified in the Schedule of D.C.s in the By-law and for each of the soft services under by-law 70-2014.

7.4.2 By-law In-force Date

The proposed by-law under D.C.A. will come into force on the date of by-law passage.

7.4.3 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).

7.5 Other Recommendations

It is recommended that Council:

“Approve the capital project listing set out in Chapter 5 of the D.C. Background Study dated June 27, 2019, subject to further annual review during the capital budget process;”

“Approve the D.C. Background Study dated June 27, 2019”

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

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



Chapter 8

Amendments to Current D.C. By-law 70-2014



8. Amendments to Current D.C. By-law 70-2014

8.1 Discussion

As mentioned in section 1.3 of this report, the transition provisions of Bill 108 went into force on June 6, 2019 when the bill received royal assent. According the Bill 108,

“... a development charge by-law that would expire on or after May 2, 2019 and before the prescribed date shall remain in force as it relates to the services described in subsection (4) until the earlier of,

- (a) the day it is repealed;
- (b) the day the municipality passes a by-law under subsection 37 (2) of the Planning Act as re-enacted by section 9 of Schedule 12 to the More Homes, More Choice Act, 2019; and
- (c) the prescribed date.”

It was determined that the Town’s preferred approach was to pass a new by-law for the hard services (i.e. those services permissible under the new s.s. 2(4) only and amend the existing D.C. by-law to continue the soft services in accordance with the transition provision under Bill 108. Other than amending the 2014 D.C. By-law to facilitate these changes, no further revisions are being considered to that by-law.

8.2 Changes to By-law 70-2014

Changes to By-law 70-2014 have been proposed in order to:

- Remove the following services from the eligible services under By-law 70-2014:
 - Roads and Related;
 - Fire Protection;
 - Police;
 - Transit;
 - Water;
 - Wastewater;
 - Area-Specific Roads;
 - Area-Specific Water;
 - Area-Specific Wastewater; and
 - Area-Specific Stormwater Management.



- Revise Schedule A to reflect the changes discussed above;
- Revise Schedules B to reflect the changes discussed above. The revised schedule (2014\$) is shown in Table 8-1 below. The indexed rates are presented in Table 8-2;
- Remove Schedule C; and
- Retitle Schedule D.

The draft amending by-law to the Town’s existing by-law (i.e. By-law 70-2014), is provided in Appendix F.

Table 8-1
Revised Schedule B to By-Law 70-2014 (2014\$)

Service	RESIDENTIAL				NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Other Multiples	(per sq.m. of Gross Floor Area)
Municipal-Wide Services					
Municipal Parking	37	20	13	27	0.20
Parks and Recreation	5,010	2,733	1,712	3,644	14.01
Library Services	579	316	198	421	1.62
Total Municipal-Wide Services	5,626	3,069	1,923	4,092	15.83

Table 8-2
Revised Schedule B to By-Law 70-2014 (2019\$)

Service	RESIDENTIAL				NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Other Multiples	(per sq.m. of Gross Floor Area)
Municipal-Wide Services					
Municipal Parking	40	22	14	29	0.22
Parks and Recreation	5,472	2,985	1,870	3,980	15.30
Library Services	632	345	216	460	1.77
Total Municipal-Wide Services	6,145	3,352	2,100	4,470	17.29

8.3 Process for Adoption of the Amending Development Charges By-law

The draft amending D.C. by-law being presented for Council’s consideration at the statutory public meeting on July 15, 2019 is provided in Appendix F. At that meeting a presentation will be made to the public regarding the recommendations and Council may receive oral and written comments on the matter. If Council is satisfied with the proposed changes to D.C. By-Law 70-2014, and subject to any public submissions



made at the public meeting regarding this matter, it is recommended that this study and the amending by-law be approved and adopted by Council. The process for adopting the proposed amendment is provided as follows:

- Post the study and amending by-law to the Town's website at least 60 days prior to the passage of the amending by-law;
- Provide notice of public meeting on the proposed amendment and amending by-law 20 clear-days prior to the public meeting;
- Provide copies of the study and amending by-law to the public two weeks prior to the public meeting;
- Undertake the statutory public meeting and allow anyone in attendance to make representations on the matter; and
- Provided the 60-day period from posting the study and amendment by-law has been observed, Council may pass the amending D.C. by-law.



Chapter 9

Asset Management Plan



9. Asset Management Plan

9.1 Introduction

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,

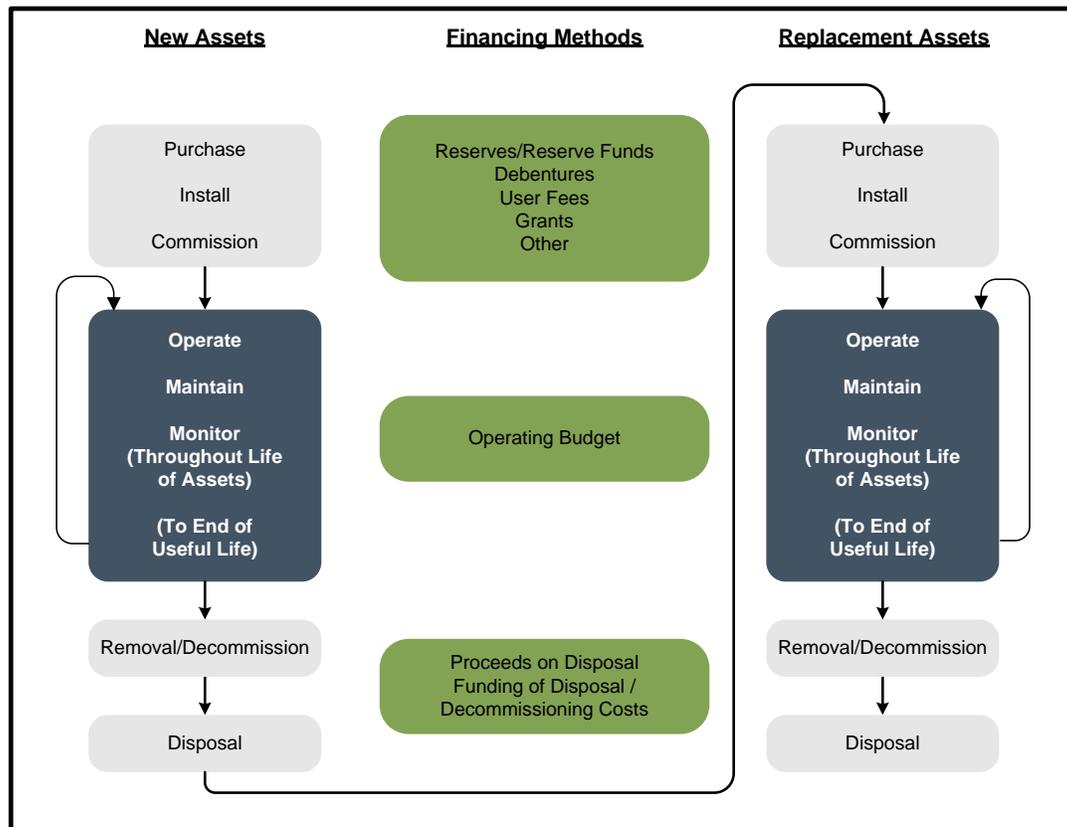
- a) deal with all assets whose capital costs are proposed to be funded under the development charge by-law;**
- b) demonstrate that all the assets mentioned in clause (a) are financially sustainable over their full life cycle;**
- c) contain any other information that is prescribed; and**
- d) be prepared 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 Town undertook an A.M.P. in 2016, however, the plan does not address all assets proposed to be funded by the D.C. by-law and does not address all 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. Due to the detailed requirements for transit in the regulations, the A.M.P. requirements for this D.C. background study have been addressed separately for non-transit municipal services and transit services.



9.2 Non-Transit Services

In recognition to the schematic in Section 9.1, the following table (presented in 2019\$) has been developed to provide the annualized expenditures and revenues associated with new growth. Note that the D.C.A. does not require an analysis of the non-D.C. capital needs or their associated operating costs so these are omitted from the table below. Furthermore, as only the present infrastructure gap has been considered at this time within the A.M.P., the following does not represent a fiscal impact assessment (including future tax/rate increases) but provides insight into the potential affordability of the new assets:

1. The non-D.C. recoverable portion of the projects which will require financing from Town financial resources (i.e. taxation, rates, fees, etc.). This amount has been presented on an annual debt charge amount based on 20-year financing.
2. Lifecycle costs for the 2019 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 \$4.7 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 \$9.7 million. This amount, totaled with the existing operating revenues of \$63.7 million, provides annual revenues of \$73.5 million by the end of the period.
6. In consideration of the above, the capital plan is deemed to be financially sustainable.



Table 9-1
Asset Management – Future Expenditures and Associated Revenues (2019\$)

Description	2031 (Total)
Expenditures (Annualized)¹	
Annual Debt Payment on Non-Growth Related Capital ²	\$1,305,480
Annual Debt Payment on Post Period Capital ³	\$30,605
Lifecycle:	
Annual Lifecycle - Town Wide Services	\$2,173,670
Annual Lifecycle - Area Specific Services ⁴	\$390,748
Incremental Operating Costs (for D.C. Services)	\$752,784
Total Expenditures	\$4,653,287
Revenue (Annualized)	
Total Existing Revenue ⁵	\$63,726,312
Incremental Tax and Non-Tax Revenue (User Fees, Fines, Licences, etc.)	\$9,736,088
Total Revenues	\$73,462,400

¹ Excluding Transit Services

² Non-Growth Related component of Projects including 10% mandatory deduction on soft services

³ Interim Debt Financing for Post Period Benefit

⁴ All infrastructure costs included in Area Specific by-laws have been included

⁵ As per Sch. 10 of FIR

9.3 Transit Services

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

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

Provided in Table 9-2 are the individual items prescribed by subsection 8(3) of the Regulation (as amended), which are addressed in the following sections.



Table 9-2
Transit Services D.C. Background Study A.M.P. Requirements

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



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

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

9.3.1 State of Local Infrastructure

The Town currently owns and manages capital assets for the provision of Transit Services including facilities, equipment, bus shelters, and fleet. Provided in Table 9-3 is a high-level summary of the transit assets, useful life estimates, age, and 2019\$ replacement cost, where data is readily available. Asset valuations have been provided from staff estimates. In total, transit assets (excluding land) within the Town have a replacement value of approximately \$1.5 million.

Table 9-3
Asset Inventory and Valuation

Description	Quantity	Useful Life (Years)	Asset Age (Years)	Total Replacement Costs
Transit Shelters	4	20.0	4.0	26,991
Transit Buses	3	12.0	1.7	1,350,000
Orangeville Transit AODA Compliance	1	12.0	1.0	140,922
Total	8	16.0	2.8	1,517,913

Asset age and useful life data have been provided by the Town. Summarized in Table 9-4 is the distribution of total asset replacement value by the percentage of estimated useful life consumed. All of the Town’s transit assets are relatively new and have consumed less than 25% of their respective useful lives.



Table 9-4
Distribution of Asset Value by Percentage of Useful Life Consumed

Description	Percentage of Useful Life Consumed			
	0-25%	25%-50%	50%-75%	75%-100%
Total Asset Replacement Value	1,517,913	-	-	-
% of Total Asset Replacement Value	100%	0%	0%	0%

9.3.2 Levels of Service

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

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

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

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

The Town's Transit Optimization Study identified the Town's target ridership per capita. This target was set at 6.1 by 2020. Through discussions with staff, it was determined that the Town was maintaining the target at 6.1 ridership per capita although the timing would be later than 2020. As summarized in Table 5-1, the current ridership per capita is 3.69.

9.3.3 Asset Management Strategy

The asset management strategy provides the recommended course of actions required to deliver the expected L.O.S. discussed in the previous section in a sustainable



fashion. The course of actions, when combined together, form a long-term forecast that includes:

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

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

The Transit Optimization Study recommended the following service improvements and fare strategies to move towards the planned level of service.

1. Service Improvement
 - Introduce weekday evening service
 - Introduce late night retail drop-off service
 - Saturday service reductions
 - Modify service structure
 - Purchase standard 30ft transit buses to replace cut-away buses
2. Fare Strategies
 - Increase fares to a level that matches the average fare of the Town's peer group



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

Table 9-5 presents the annual lifecycle costs for the transit service assets based on the recommended actions described above. A fundamental approach to calculating the cost of using a capital asset and for the provision of the revenue required when the time comes to retire and replace it is the “sinking fund method”. This method first estimates the future value of the asset at the time of replacement, by inflating the current value of the asset at an assumed annual capital inflation rate. A calculation is then performed to determine annual contributions which, when invested in a reserve fund, will grow with interest to a balance equal to the future replacement cost. The contributions are calculated such that they also increase annually with inflation.

Table 9-5
Annual Lifecycle Cost

Description	Annual Lifecycle Cost
Transit Shelters	1,493
Transit Buses	119,797
Orangeville Transit AODA Compliance	12,505
Total	133,795

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

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



9.3.4 Financing Strategy

The financing strategy outlines the suggested financial approach to fund the recommended asset management strategy outlined in Section 9.3.3. This section of the asset management plan includes:

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

Table 8-6 details the financing strategy forecast, which is presented in 2019\$.

Maintenance/non-infrastructure solutions consist of operating costs per revenue service hours based on the estimates contained in the Transit Optimization Study. These costs were increased by the growth rate of the revenue services hours to reflect increases in maintenance costs that arise from the increase in service.

Renewal/rehabilitation/replacement activity expenditures are consistent with the lifecycle costs of existing transit assets identified in Section 9.3.3, and disposal activities have been assumed to bear no additional cost to the Town. Expansion activities are the gross capital costs of capital projects identified in Section 5.1.1.

The funding sources included in the financing strategy consist of dependable and known sources that can be relied upon during the forecast period. Passenger revenues consist of transit fares, which have been increased annually to account for the growth in ridership detailed in Section 5.1.1. Transfers from the D.C. Reserve Fund have been included for the infrastructure costs included in the Transit D.C. calculation.

Additionally, other operating revenues (e.g. advertising) and Gas Tax revenues have been included as a stable source of funding for transit.

The forecast indicates that there are funding shortfalls over the 10-year forecast period. These shortfalls could be offset through transfers from the tax levy, which is a major funding source for the overall transit budget. As discussed in Section 9.2, the incremental costs for non-transit assets are \$4.7 million compared to \$9.7 million in incremental revenue implying the Town would have sufficient revenues to fund the funding shortfalls. Furthermore, it is recommended that the Town pursue grant funding



from the provincial and federal governments to fund its transit services. Based on the discussion above, the capital plan is deemed to be financially sustainable.



Table 9-6
Financing Strategy

Description	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Expenditures										
Maintenance/Non-Infrastructure Solutions	928,750	1,096,110	1,273,765	1,462,138	1,512,299	1,563,881	1,616,921	1,671,458	1,727,529	1,785,174
Renewal/Rehabilitation/Replacement Activities	133,795	133,795	133,795	133,795	133,795	133,795	133,795	133,795	133,795	133,795
Disposal Activities	-	-	-	-	-	-	-	-	-	-
Expansion Activities	-	1,225,600	-	-	-	-	-	-	-	-
Total Expenditures	1,062,545	2,455,505	1,407,560	1,595,933	1,646,094	1,697,676	1,750,716	1,805,253	1,861,324	1,918,969
Financing										
Passenger Revenues	197,327	232,885	270,631	310,654	321,311	332,270	343,540	355,127	367,040	379,287
Other Operating Revenue	22,059	22,500	22,950	23,409	23,878	24,355	24,842	25,339	25,846	26,363
DC Reserve Fund	-	358,889	-	-	-	-	-	-	-	-
Provincial Gas Tax	328,000	328,000	328,000	328,000	328,000	328,000	328,000	328,000	328,000	328,000
Total Financing	547,386	942,274	621,581	662,063	673,189	684,626	696,382	708,466	720,886	733,650
Funding Shortfall/(Surplus)	515,159	1,513,231	785,979	933,870	972,905	1,013,050	1,054,335	1,096,787	1,140,438	1,185,319



Chapter 9

By-Law Implementation



10. By-law Implementation

10.1 Public Consultation Process

10.1.1 Introduction

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

10.1.2 Public Meeting of Council

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

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

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

10.1.3 Other Consultation Activity

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



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

10.2 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 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.



10.3 Implementation Requirements

10.3.1 Introduction

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

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

The sections which follow overview the requirements in each case.

10.3.2 Notice of Passage

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

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

- notice may be given by publication in a newspaper which is (in the Clerk's opinion) of sufficient circulation to give the public reasonable notice, or by personal service, fax or mail to every owner of land in the area to which the by-law relates;
- 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.

10.3.3 By-law Pamphlet

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

- a description of the general purpose of the D.C.s;



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

Where a by-law is not appealed to the 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.

10.3.4 Appeals

Sections 13 to 19 of the D.C.A. set out the requirements relative to making and processing a D.C. by-law appeal and 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 Town clerk, setting out the objection to the by-law and the reasons supporting the objection. This must be done by the last day for appealing the by-law, which is 40 days after the by-law is passed.

The Town is carrying out a public consultation process, in order to address the issues that come forward as part of that process, thereby avoiding or reducing the need for an appeal to be made.

10.3.5 Complaints

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

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

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



10.3.6 Credits

Sections 38 to 41 of the D.C.A. 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.

10.3.7 Front-Ending Agreements

The Town and one or more landowners may enter into a front-ending agreement which provides for the costs of a project which will benefit an area in the 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. (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 Town funds being available.

10.3.8 Severance and Subdivision Agreement Conditions

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

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



It is also noted that s.s.59(4) of the D.C.A. 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 municipality in question is a commenting agency, in order to comply with subsection 59(4) of the D.C.A. it would need to provide to the approval authority, information regarding the applicable D.C.s related to the site.

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

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



Appendices



Appendix A

Background Information on Residential and Non- Residential Growth Forecast



**Schedule 1
Town of Orangeville
Residential Growth Forecast Summary**

	Year	Population (Including Census Undercount) ¹	Excluding Census Undercount			Housing Units					Person Per Unit (P.P.U.): 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	<i>Mid 2006</i>	27,790	26,925	410	26,515	6,795	1,090	1,525	20	9,430	373	2.855
	<i>Mid 2011</i>	28,870	27,975	415	27,560	7,366	1,093	1,599	11	10,069	377	2.778
	<i>Mid 2016</i>	29,820	28,900	550	28,350	7,620	1,285	1,640	15	10,560	500	2.737
Forecast	<i>Mid 2019</i>	30,150	29,220	559	28,661	7,679	1,503	1,643	15	10,840	508	2.696
	<i>Mid 2029</i>	35,180	34,095	653	33,442	8,488	2,285	2,387	15	13,175	594	2.588
	<i>Buildout</i>	36,490	35,360	673	34,687	8,668	2,488	2,584	15	13,755	612	2.571
Incremental	Mid 2006 - Mid 2011	1,080	1,050	5	1,045	571	3	74	-9	639	4	
	Mid 2011 - Mid 2016	950	925	135	790	254	192	41	4	491	123	
	Mid 2016 - Mid 2019	330	320	9	311	59	218	3	0	280	8	
	Mid 2019 - Mid 2029	5,030	4,875	94	4,781	809	782	744	0	2,335	86	
	Mid 2019 - Buildout	6,340	6,140	114	6,026	989	985	941	0	2,915	104	

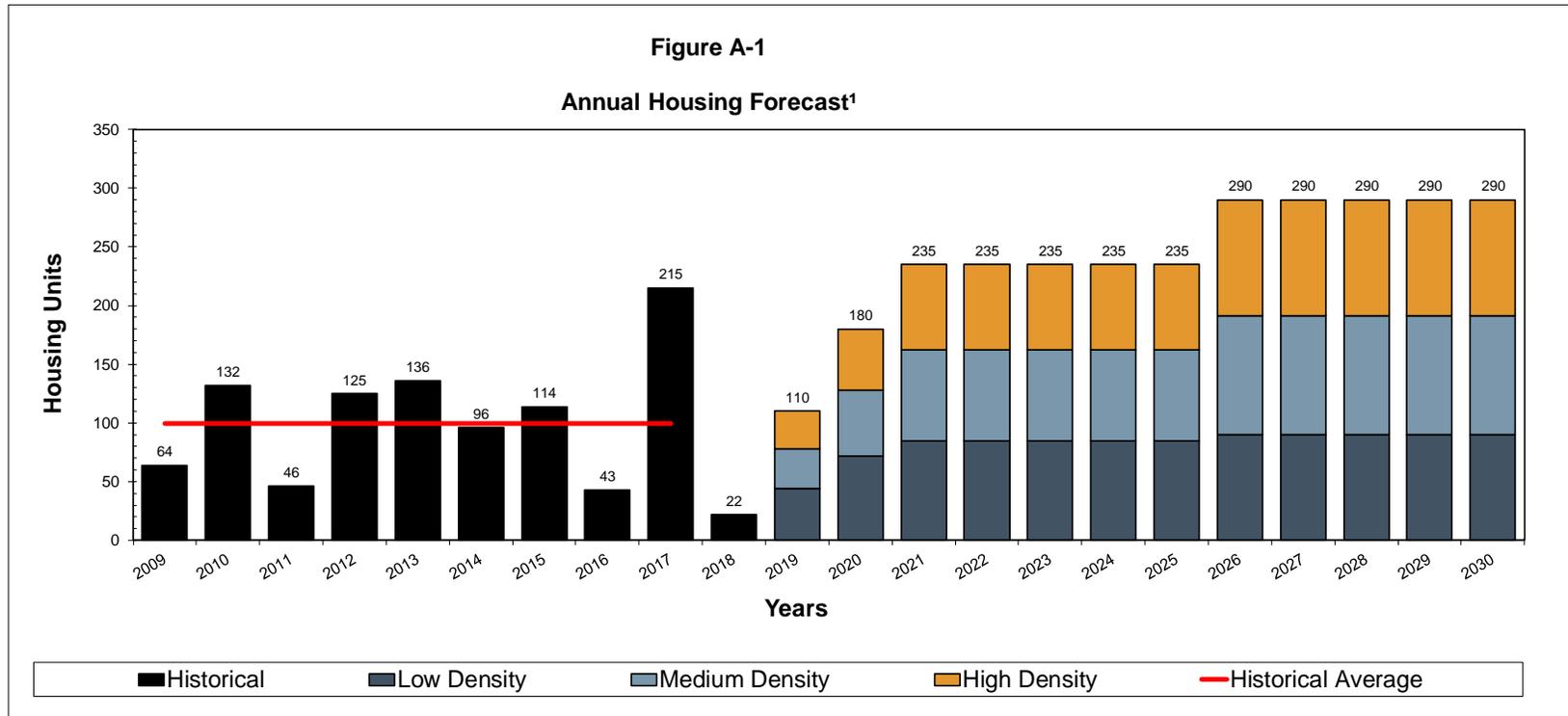
Source: Watson & Associates Economists Ltd., 2019. Derived from the Town of Orangeville Official Plan, December 31, 2018.

¹ Census undercount estimated at approximately 3.2%. Note: Population including the undercount has been rounded.

² Includes townhouses and apartments in duplexes.

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

Note: Population forecast identified for buildout is constrained due to the lack of approved municipal water services and municipal sewage services.



Source: Historical housing activity derived from 2009 to 2018 building permit data received from the Town of Orangeville .

¹ Growth forecast represents calendar year.



**Schedule 2
Town of Orangeville
Current Year Growth Forecast
Mid 2016 to Mid 2019**

		Population
Mid 2016 Population		28,900
Occupants of New Housing Units, Mid 2016 to Mid 2019	<i>Units (2)</i>	280
	<i>multiplied by P.P.U. (3)</i>	2.653
	<i>gross population increase</i>	743
		743
Occupants of New Equivalent Institutional Units, Mid 2016 to Mid 2019	<i>Units</i>	8
	<i>multiplied by P.P.U. (3)</i>	1.100
	<i>gross population increase</i>	9
		9
Decline in Housing Unit Occupancy, Mid 2016 to Mid 2019	<i>Units (4)</i>	10,560
	<i>multiplied by P.P.U. decline rate (5)</i>	-0.041
	<i>total decline in population</i>	-432
		-432
Population Estimate to Mid 2019		29,220
<i>Net Population Increase, Mid 2016 to Mid 2019</i>		320

(1) 2016 population based on Statistics Canada Census unadjusted for Census undercount.

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

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

Structural Type	Persons Per Unit ¹ (P.P.U.)	% Distribution of Estimated Units ²	Weighted Persons Per Unit Average
<i>Singles & Semi Detached</i>	3.189	21%	0.672
<i>Multiples (6)</i>	2.524	78%	1.965
<i>Apartments (7)</i>	1.462	1%	0.016
Total		100%	2.653

¹ Based on 2016 Census custom database

² Based on Building permit/completion activity

(4) 2016 households taken from Statistics Canada Census.

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

(6) Includes townhouses and apartments in duplexes.

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

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



**Schedule 3
Town of Orangeville
Ten Year Growth Forecast
Mid 2019 to Mid 2029**

		Population
Mid 2019 Population		29,220
Occupants of New Housing Units, Mid 2019 to Mid 2029	<i>Units (2)</i>	2,335
	<i>multiplied by P.P.U. (3)</i>	2,416
	<i>gross population increase</i>	5,641
		5,641
Occupants of New Equivalent Institutional Units, Mid 2019 to Mid 2029	<i>Units</i>	86
	<i>multiplied by P.P.U. (3)</i>	1,100
	<i>gross population increase</i>	94
		94
Decline in Housing Unit Occupancy, Mid 2019 to Mid 2029	<i>Units (4)</i>	10,840
	<i>multiplied by P.P.U. decline rate (5)</i>	-0.079
	<i>total decline in population</i>	-860
		-860
Population Estimate to Mid 2029		34,095
<i>Net Population Increase, Mid 2019 to Mid 2029</i>		4,875

(1) Mid 2019 Population based on:

2016 Population (28,900) + Mid 2016 to Mid 2019 estimated housing units to beginning of forecast period (280 x 2.653 = 743) + (8 x 1.1 = 9) + (10,560 x -0.041 = -432) = 29,220

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

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

Structural Type	Persons Per Unit ¹ (P.P.U.)	% Distribution of Estimated Units ²	Weighted Persons Per Unit Average
<i>Singles & Semi Detached</i>	3.167	35%	1.097
<i>Multiples (6)</i>	2.565	33%	0.859
<i>Apartments (7)</i>	1.443	32%	0.460
<i>one bedroom or less</i>	1.135		
<i>two bedrooms or more</i>	1.580		
Total		100%	2.416

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 2019 households based upon 2016 Census (10,560 units) + Mid 2016 to Mid 2019 unit estimate (280 units) = 10,840 units.

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

(6) Includes townhouses and apartments in duplexes.

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

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



**Schedule 4
Town of Orangeville
Buildout Growth Forecast
Mid 2019 to Buildout**

		Population
Mid 2019 Population		29,220
Occupants of New Housing Units, Mid 2019 to Buildout	<i>Units (2)</i>	2,915
	<i>multiplied by P.P.U. (3)</i>	2,407
	<i>gross population increase</i>	7,016
Occupants of New Equivalent Institutional Units, Mid 2019 to Buildout	<i>Units</i>	104
	<i>multiplied by P.P.U. (3)</i>	1,100
	<i>gross population increase</i>	114
Decline in Housing Unit Occupancy, Mid 2019 to Buildout	<i>Units (4)</i>	10,840
	<i>multiplied by P.P.U. decline rate (5)</i>	-0.091
	<i>total decline in population</i>	-990
Population Estimate to Buildout		35,360
<i>Net Population Increase, Mid 2019 to Buildout</i>		<i>6,140</i>

(1) Mid 2019 Population based on:

2016 Population (28,900) + Mid 2016 to Mid 2019 estimated housing units to beginning of forecast period (280 x 2.653 = 743) + (8 x 1.1 = 9) + (10,560 x -0.041 = -432) = 29,220

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

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

Structural Type	Persons Per Unit ¹ (P.P.U.)	% Distribution of Estimated Units ²	Weighted Persons Per Unit Average
<i>Singles & Semi Detached</i>	3.167	34%	1.074
<i>Multiples (6)</i>	2.565	34%	0.867
<i>Apartments (7)</i>	1.443	32%	0.466
<i>one bedroom or less</i>	1.135		
<i>two bedrooms or more</i>	1.580		
Total		100%	2.407

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 2019 households based upon 10,560 (2016 Census) + 280 (Mid 2016 to Mid 2019 unit estimate) = 10,840

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

(6) Includes townhouses and apartments in duplexes.

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

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



Schedule 5
Town of Orangeville
Summary of Future Housing Potential in the Development Approvals Process
and Potential Intensification

Stage of Development	Density Type			
	Singles & Semi-Detached	Multiples ¹	Apartments ²	Total
Site Plan Applications (Approval)	0	9	236	245
<i>% Breakdown</i>	0%	4%	96%	100%
Site Plan Application (Underway)	0	66	46	112
<i>% Breakdown</i>	0%	59%	41%	100%
Residential Subdivision (In Process)	251	392	563	1,206
<i>% Breakdown</i>	21%	33%	47%	100%
Additional Intensification	0	239	0	239
<i>% Breakdown</i>	0%	100%	0%	100%
Total	251	706	845	1,802
<i>% Breakdown</i>	14%	39%	47%	100%

Source: Derived from data received from the Town of Orangeville Planning division, by Watson & Associates Economists Ltd., 2019.

¹ Includes townhomes and apartments in duplexes.

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



Schedule 6
Town of Orangeville
Historical Residential Building Permits
Years 2009 to 2018

Year	Residential Building Permits			
	Singles & Semi Detached	Multiples ¹	Apartments ²	Total
2009	59	5	0	64
2010	122	10	0	132
2011	46	0	0	46
2012	64	4	57	125
2013	70	36	30	136
Sub-total	361	55	87	503
Average (2009 - 2013)	72	11	17	101
% Breakdown	71.8%	10.9%	17.3%	100.0%
2014	63	33	0	96
2015	69	45	0	114
2016	13	30	0	43
2017	46	166	3	215
2018	0	22	0	22
Sub-total	191	296	3	490
Average (2014 - 2018)	38	59	1	98
% Breakdown	39.0%	60.4%	0.6%	100.0%
2009 - 2018				
Total	552	351	90	993
Average	54	47	8	99
% Breakdown	55.6%	35.3%	9.1%	100.0%

Source: Historical housing activity derived from 2009 to 2018 building permit data received from the Town of Orangeville .

¹ Includes townhouses and apartments in duplexes.

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



**Schedule 7a
Town of Orangeville
Persons Per Unit By Age and Type of Dwelling
(2016 Census)**

Age of Dwelling	Singles and Semi-Detached						15 Year Historic Average	15 Year Forecast ¹
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total		
1-5	-	-	-	3.197	-	3.189		
6-10	-	-	-	3.241	-	3.214		
11-15	-	-	-	3.195	4.364	3.241	3.215	3.167
16-20	-	-	-	3.061	5.071	3.195		
20-25	-	-	-	3.281	-	3.329		
25-35	-	-	1.400	2.948	3.692	2.863		
35+	-	1.563	1.769	2.758	4.480	2.688		
Total	-	1.480	1.777	2.980	4.658	2.959		

Age of Dwelling	All Density Types					
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total
1-5	-	-	-	2.833	-	2.842
6-10	-	-	1.550	3.217	-	2.968
11-15	-	-	1.727	3.145	-	3.083
16-20	-	-	1.875	3.044	4.867	3.046
20-25	-	-	1.933	3.177	-	3.031
25-35	-	1.375	1.632	2.914	3.857	2.599
35+	-	1.271	1.820	2.725	3.767	2.398
Total	-	1.269	1.762	2.924	4.379	2.683

¹ PPU has been forecasted based on 2001-2016 historical trends.

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

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



**Schedule 7b
Dufferin County
Persons Per Unit By Age and Type of Dwelling
(2016 Census)**

Age of Dwelling	Multiples ¹						15 Year Historic Average	15 Year Forecast ³
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total		
1-5	-	-	-	2.516	-	2.524		
6-10	-	-	-	-	-	-		
11-15	-	-	-	2.708	-	2.808	2.666	2.565
16-20	-	-	-	2.818	-	2.469		
20-25	-	-	-	2.303	-	2.541		
25-35	-	-	2.059	2.854	-	2.727		
35+	-	1.385	2.125	2.857	-	2.383		
Total	-	1.080	2.071	2.693	-	2.525		

Age of Dwelling	Apartments ²						15 Year Historic Average	15 Year Forecast ³
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total		
1-5	-	-	-	-	-	-		
6-10	-	-	1.417	-	-	1.462		
11-15	-	-	-	-	-	1.688	1.575	1.443
16-20	-	-	-	-	-	1.333		
20-25	-	-	1.667	-	-	1.450		
25-35	-	1.310	1.596	-	-	1.537		
35+	-	1.226	1.700	2.448	-	1.496		
Total	0.600	1.233	1.643	2.341	-	1.505		

Age of Dwelling	All Density Types					
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total
1-5	-	-	1.882	3.112	5.222	3.190
6-10	-	-	1.633	3.142	4.238	3.107
11-15	-	-	1.913	3.149	4.500	3.176
16-20	-	-	1.839	3.067	4.867	3.085
20-25	-	-	1.933	3.028	4.350	2.958
25-35	-	1.342	1.740	2.909	3.893	2.718
35+	-	1.297	1.877	2.708	3.809	2.497
Total	-	1.299	1.840	2.909	4.230	2.776

¹ Includes townhouses and apartments in duplexes.

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

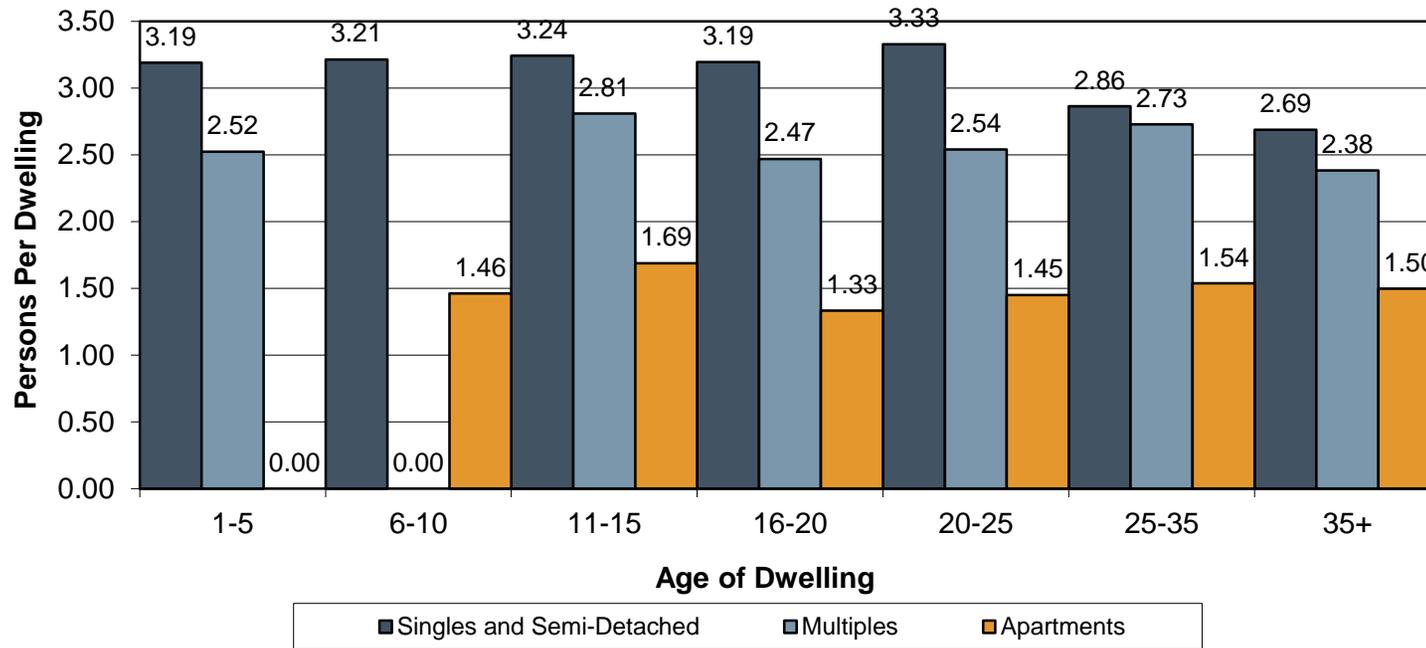
³ PPU has been forecasted based on 2001-2016 historical trends.

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

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



**Schedule 8
Town of Orangeville
Persons Per Unit By Structural Type and Age of Dwelling
(2016 Census)**



Multiple and Apartment P.P.U.s are based on Dufferin County.



**Schedule 9a
Town of Orangeville
Employment Forecast, 2019 to Buildout**

Period	Population	Activity Rate								Employment								Employment Total (Excluding Work at Home and N.F.P.O.W.)
		Primary	Work at Home	Industrial	Commercial/ Population Related	Institutional	Total	N.F.P.O.W. ¹	Total Including NFPOW	Primary	Work at Home	Industrial	Commercial/ Population Related	Institutional	Total	N.F.P.O.W. ¹	Total Employment (Including N.F.P.O.W.)	
Mid 2006	26,925	0.002	0.027	0.120	0.210	0.096	0.455	0.060	0.515	55	735	3,230	5,655	2,580	12,255	1,612	13,867	11,520
Mid 2011	27,975	0.002	0.025	0.080	0.208	0.110	0.426	0.058	0.484	60	705	2,248	5,808	3,090	11,910	1,620	13,530	11,205
Mid 2016	28,900	0.001	0.029	0.073	0.200	0.103	0.406	0.068	0.474	35	840	2,113	5,788	2,965	11,740	1,955	13,695	10,900
Mid 2019	29,220	0.001	0.029	0.073	0.200	0.102	0.406	0.067	0.473	35	849	2,136	5,852	2,991	11,863	1,947	13,810	11,014
Mid 2029	34,095	0.001	0.028	0.069	0.179	0.091	0.367	0.060	0.427	35	940	2,356	6,095	3,089	12,515	2,061	14,576	11,575
Buildout	35,360	0.001	0.027	0.068	0.174	0.088	0.358	0.059	0.417	35	957	2,408	6,158	3,108	12,666	2,074	14,740	11,709
Incremental Change																		
Mid 2006 - Mid 2011	1,050	0.0001	-0.0021	-0.0396	-0.0024	0.0146	-0.0294	-0.0020	-0.0314	5	-30	-983	153	510	-345	8	-337	-315
Mid 2011 - Mid 2016	925	-0.0009	0.0039	-0.0072	-0.0073	-0.0079	-0.0195	0.0097	-0.0098	-25	135	-135	-20	-125	-170	335	165	-305
Mid 2016 - Mid 2019	320	0.0000	0.0000	0.0000	0.0000	-0.0003	-0.0003	-0.0010	-0.0013	0	9	24	65	26	123	-8	115	114
Mid 2019 - Mid 2029	4,875	-0.0002	-0.0015	-0.0040	-0.0215	-0.0118	-0.0389	-0.0062	-0.0451	0	91	220	243	98	652	114	766	561
Mid 2019 - Buildout	6,140	-0.0002	-0.0020	-0.0050	-0.0261	-0.0145	-0.0478	-0.0080	-0.0558	0	108	272	306	117	803	127	930	695
Annual Average																		
Mid 2006 - Mid 2011	210	0.0000	-0.0004	-0.0079	-0.0005	0.0029	-0.0059	-0.0004	-0.0063	1	-6	-197	31	102	-69	2	-67	-63
Mid 2011 - Mid 2016	185	-0.0002	0.0008	-0.0014	-0.0015	-0.0016	-0.0039	0.0019	-0.0020	-5	27	-27	-4	-25	-34	67	33	-61
Mid 2016 - Mid 2019	107	0.0000	0.0000	0.0000	0.0000	-0.0001	-0.0001	-0.0003	-0.0004	0	3	8	22	9	41	-3	38	38
Mid 2019 - Mid 2029	488	0.0000	-0.0002	-0.0004	-0.0022	-0.0012	-0.0039	-0.0006	-0.0045	0	9	22	24	10	65	11	77	56
Mid 2019 - Buildout	512	0.0000	-0.0002	-0.0004	-0.0022	-0.0012	-0.0040	-0.0007	-0.0046	0	9	23	26	10	67	11	78	58

Source: Watson & Associates Economists Ltd., 2019.

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



**Schedule 9b
Town of Orangeville
Employment & Gross Floor Area (G.F.A) Forecast, 2019 to Buildout**

Period	Population	Employment					Gross Floor Area in Square Feet (Estimated) ¹			
		Primary	Industrial	Commercial/ Population Related	Institutional ²	Total	Industrial	Commercial/ Population Related	Institutional ²	Total
Mid 2006	26,925	55	3,230	5,655	2,580	11,520				
Mid 2011	27,975	60	2,248	5,808	3,090	11,205				
Mid 2016	28,900	35	2,113	5,788	2,965	10,900				
Mid 2019	29,220	35	2,136	5,852	2,987	11,010				
Mid 2029	34,095	35	2,356	6,095	3,041	11,527				
Buildout	35,360	35	2,408	6,158	3,051	11,652				
Incremental Change										
Mid 2006 - Mid 2011	1,050	5	-983	153	510	-315				
Mid 2011 - Mid 2016	925	-25	-135	-20	-125	-305				
Mid 2016 - Mid 2019	320	0	24	65	22	110	28,200	35,500	19,000	82,700
Mid 2019 - Mid 2029	4,875	0	220	243	54	517	264,000	133,700	36,700	434,400
Mid 2019 - Buildout	6,140	0	272	306	64	642	326,400	168,300	43,200	537,900
Annual Average										
Mid 2006 - Mid 2011	210	1	-197	31	102	-63				
Mid 2011 - Mid 2016	185	-5	-27	-4	-25	-61				
Mid 2016 - Mid 2019	107	0	8	22	7	37	9,400	11,833	6,333	27,567
Mid 2019 - Mid 2029	488	0	22	24	5	52	26,400	13,370	3,670	43,440
Mid 2019 - Buildout	512	0	23	26	5	54	27,200	14,025	3,600	44,825

Source: Watson & Associates Economists Ltd., 2019.

¹ Square Foot Per Employee Assumptions

Industrial	1,200
Commercial/ Population Related	550
Institutional	675

² Forecast institutional employment and gross floor area has been adjusted downward to account for employment associated with special care units.

Note: Reflects Mid 2019 to buildout forecast period. Numbers may not add to totals due to rounding.



**Schedule 10
Town of Orangeville
Non-Residential Construction Value
Years 2007 to 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	5,238	425	0	5,663	3,547	5,200	1,653	10,399	374	943	815	2,131	9,158	6,567	2,468	18,193
2008	103	467	0	570	5,806	3,328	0	9,134	2,565	1,754	798	5,117	8,474	5,550	798	14,821
2009	1,356	211	0	1,567	10,317	3,711	0	14,028	4,096	1,048	2,147	7,291	15,769	4,970	2,147	22,886
2010	8,146	33	0	8,180	1,451	2,054	279	3,783	7,281	188	0	7,469	16,878	2,276	279	19,432
2012	59	251	1,406	1,716	1,979	8,916	911	11,806	16,442	2,810	0	19,252	18,480	11,976	2,318	32,774
2013	715	11	0	726	2,109	2,816	5,260	10,185	5,234	7,178	3,261	15,673	8,058	10,005	8,521	26,584
2014	668	707	0	1,375	757	7,052	0	7,809	0	281	0	281	1,425	8,039	0	9,464
2015	991	2,857	9,214	13,063	3,365	1,656	0	5,021	13	2,111	0	2,125	4,370	6,624	9,214	20,208
2016	121	0	0	121	1,470	3,800	0	5,270	0	330	8,152	8,482	1,592	4,130	8,152	13,873
Subtotal	17,484	5,588	10,621	33,693	38,338	42,577	8,647	89,562	36,984	17,111	15,173	69,268	92,807	65,276	34,440	192,523
Percent of Total	52%	17%	32%	100%	43%	48%	10%	100%	53%	25%	22%	100%	48%	34%	18%	100%
Average	1,748	621	5,310	3,369	3,834	4,258	1,729	8,956	4,623	1,711	3,035	6,927	9,281	6,528	3,827	19,252
2007 - 2011 Period Total				16,692				49,471				23,456				89,619
2007 - 2011 Average				3,338				9,894				4,691				17,924
% Breakdown				18.6%				55.2%				26.2%				100.0%
2012 - 2016 Period Total				17,001				40,091				45,812				102,904
2012 - 2016 Average				3,400				8,018				9,162				20,581
% Breakdown				16.5%				39.0%				44.5%				100.0%
2007 - 2016 Period Total				33,693				89,562				69,268				192,523
2007 - 2016 Average				3,369				8,956				6,927				19,252
% Breakdown				17.5%				46.5%				36.0%				100.0%

Source: Statistics Canada Publication, 64-001-XIB

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



**Schedule 11
Town of Orangeville**

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						Categories which relate to local land-based resources
11	<i>Agriculture, forestry, fishing and hunting</i>	55	60	35	5	-25	
21	<i>Mining and oil and gas extraction</i>	10	0	0	-10	0	
	Sub-total	65	60	35	-5	-25	
	Industrial and Other Employment						Categories which relate primarily to industrial land supply and demand
22	<i>Utilities</i>	120	165	140	45	-25	
23	<i>Construction</i>	370	360	420	-10	60	
31-33	<i>Manufacturing</i>	2,270	1,325	1,060	-945	-265	
41	<i>Wholesale trade</i>	295	255	260	-40	5	
48-49	<i>Transportation and warehousing</i>	165	115	150	-50	35	
56	<i>Administrative and support</i>	225	173	258	-53	85	
	Sub-total	3,445	2,393	2,288	-1,053	-105	
	Population Related Employment						Categories which relate primarily to population growth within the municipality
44-45	<i>Retail trade</i>	2,285	2,425	2,220	140	-205	
51	<i>Information and cultural industries</i>	215	230	210	15	-20	
52	<i>Finance and insurance</i>	355	505	505	150	0	
53	<i>Real estate and rental and leasing</i>	225	190	280	-35	90	
54	<i>Professional, scientific and technical services</i>	525	650	765	125	115	
55	<i>Management of companies and enterprises</i>	0	0	10	0	10	
56	<i>Administrative and support</i>	225	173	258	-53	85	
71	<i>Arts, entertainment and recreation</i>	230	165	125	-65	-40	
72	<i>Accommodation and food services</i>	1,155	1,170	1,370	15	200	
81	<i>Other services (except public administration)</i>	790	780	600	-10	-180	
	Sub-total	6,005	6,288	6,343	283	55	
	Institutional						
61	<i>Educational services</i>	855	810	810	-45	0	
62	<i>Health care and social assistance</i>	1,520	1,890	1,830	370	-60	
91	<i>Public administration</i>	365	470	435	105	-35	
	Sub-total	2,740	3,170	3,075	430	-95	
	Total Employment	12,255	11,910	11,740	-345	-170	
	Population	26,925	27,975	28,900	1,050	925	
	Employment to Population Ratio						
	Industrial and Other Employment	0.13	0.09	0.08	-0.04	-0.01	
	Population Related Employment	0.22	0.22	0.22	0.00	-0.01	
	Institutional Employment	0.10	0.11	0.11	0.01	-0.01	
	Primary Industry Employment	0.00	0.00	0.00	0.00	0.00	
	Total	0.46	0.43	0.41	-0.03	-0.02	

Source: Statistics Canada Employment by Place of Work

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



Appendix B

Level of Service



Service: Fire Facilities
 Unit Measure: ft² of building area

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Dawson Road Station	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600	\$300	\$481
Total	9,600											

Population	27,449	27,605	27,975	28,051	28,265	28,509	28,687	28,901	29,109	29,305
Per Capita Standard	0.3497	0.3478	0.3432	0.3422	0.3396	0.3367	0.3346	0.3322	0.3298	0.3276

10 Year Average	2009-2018
Quantity Standard	0.3383
Quality Standard	\$481
Service Standard	\$163

D.C. Amount (before deductions)	Buildout
Forecast Population	6,140
\$ per Capita	\$163
Eligible Amount	\$999,224



Service: Fire Vehicles
 Unit Measure: No. of vehicles

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/Vehicle)
Tanker	1	1	1	1	1	1	1	1	1		\$450,000
Pumper/Foam Truck	1	1	1	1	1	1	1	1	1	1	\$230,000
Engine (customer pumper)	1	1	1	1	1	1	1	1	1	1	\$600,000
Squad (heavy duty custom pumper/rescue)	1	1	1	1	1	1	1	1	1	1	\$820,000
Aerial Ladder	1	1	1	1	1	1	1	1	1	1	\$1,250,000
Rescue (rescue/hazmat/command operations)	-	-	-	1	1	1	1	1	1	1	\$450,000
International Emergency Truck	1	1	1	1	-	-	-	-	-	-	\$205,900
Command Vehicles	2	2	2	2	2	2	2	2	2	2	\$58,000
Prevention Vehicle	1	1	1	1	1	1	1	1	1	1	\$50,000
Tilt Body Trailer	1	1	1	1	1	1	1	1	1	1	\$33,500
Training Utility Vehicle (4x4 pick up)	-	-	-	-	1	1	1	1	1	1	\$58,000
New Pumper/Tanker	-	-	-	-	-	-	-	-	-	1	\$600,000
Total	10	10	10	11							

Population	27,449	27,605	27,975	28,051	28,265	28,509	28,687	28,901	29,109	29,305
Per Capita Standard	0.0004	0.0004	0.0004	0.0004	0.0004	0.0004	0.0004	0.0004	0.0004	0.0004

10 Year Average	2009-2018
Quantity Standard	0.0004
Quality Standard	\$351,925
Service Standard	\$141

D.C. Amount (before deductions)	Buildout
Forecast Population	6,140
\$ per Capita	\$141
Eligible Amount	\$864,328



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

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/item)
Number of fully equipped firefighters	42	42	42	42	42	42	42	44	44	52	\$10,400
Prevention/training/senior management	5	5	5	5	5	5	6	6	6	6	\$6,500
Total	47	47	47	47	47	47	48	50	50	58	

Population	27,449	27,605	27,975	28,051	28,265	28,509	28,687	28,901	29,109	29,305
Per Capita Standard	0.0017	0.0017	0.0017	0.0017	0.0017	0.0016	0.0017	0.0017	0.0017	0.0020

10 Year Average	2009-2018
Quantity Standard	0.0017
Quality Standard	\$10,076
Service Standard	\$17

D.C. Amount (before deductions)	Buildout
Forecast Population	6,140
\$ per Capita	\$17
Eligible Amount	\$105,178



Service: Police Facilities
 Unit Measure: ft² of building area

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Police Headquarters	13,900	13,900	13,900	13,900	13,900	13,900	13,900	13,900	13,900	13,900	\$367	\$441
Total	13,900											

Population	27,449	27,605	27,975	28,051	28,265	28,509	28,687	28,901	29,109	29,305
Per Capita Standard	0.5064	0.5035	0.4969	0.4955	0.4918	0.4876	0.4845	0.4810	0.4775	0.4743

10 Year Average	2009-2018
Quantity Standard	0.4899
Quality Standard	441
Service Standard	\$216

D.C. Amount (before deductions)	Buildout
Forecast Population	6,140
\$ per Capita	\$216
Eligible Amount	\$1,326,547



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

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/Vehicle)
Vehicles	15	13	11	12	12	12	12	12	12	14	\$39,140
Prisoner Cage and Interior Equipment	15	13	11	12	12	12	12	12	12	14	\$10,000
Car Radio	15	13	11	12	12	12	12	12	12	14	\$6,000
Total	45	39	33	36	36	36	36	36	36	42	

Population	27,449	27,605	27,975	28,051	28,265	28,509	28,687	28,901	29,109	29,305
Per Capita Standard	0.0016	0.0014	0.0012	0.0013	0.0013	0.0013	0.0013	0.0012	0.0012	0.0014

10 Year Average	2009-2018
Quantity Standard	0.0013
Quality Standard	\$18,692
Service Standard	\$24

D.C. Amount (before deductions)	Buildout
Forecast Population	6,140
\$ per Capita	\$24
Eligible Amount	\$149,202



Service: Roads
 Unit Measure: km of roadways

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/km)
Lane-km (Collector/Arterial)	83	86	89	92	95	96	96	99	99	99	\$807,800
Total	83	86	89	92	95	96	96	99	99	99	

Population	27,449	27,605	27,975	28,051	28,265	28,509	28,687	28,901	29,109	29,305
Per Capita Standard	0.0030	0.0031	0.0032	0.0033	0.0034	0.0034	0.0034	0.0034	0.0034	0.0034

10 Year Average	2009-2018
Quantity Standard	0.0033
Quality Standard	\$805,182
Service Standard	\$2,657

D.C. Amount (before deductions)	Buildout
Forecast Population	6,140
\$ per Capita	\$2,657
Eligible Amount	\$16,314,594



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

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Operations Centre - 500 C-Line, Office Space	4,400	4,400	4,400	4,400	4,400	4,400	4,400	4,400	4,400	4,400	\$249	\$281
Operation Centre 3-Bay Garage Expansion	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600	\$140	\$161
Salt Dome - 500 C-Line	7,600	7,600	7,600	7,600	7,600	7,600	7,600	7,600	7,600	7,600	\$70	\$84
Vehicle Building - 500 C-Line	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	\$117	\$136
Total	25,600											

Population	27,449	27,605	27,975	28,051	28,265	28,509	28,687	28,901	29,109	29,305
Per Capita Standard	0.9326	0.9274	0.9151	0.9126	0.9057	0.8980	0.8924	0.8858	0.8795	0.8736

10 Year Average	2009-2018
Quantity Standard	0.9023
Quality Standard	\$155
Service Standard	\$140

D.C. Amount (before deductions)	Buildout
Forecast Population	6,140
\$ per Capita	\$140
Eligible Amount	\$857,881



Service: Roads and Related Vehicles
 Unit Measure: No. of vehicles and equipment

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/Vehicle)
5 Ton Trucks c/w Plow with Sander Dump	4	4	4	4	4	4	4	4	4	4	\$320,000
1 Ton Trucks with Landscape Dump Box	2	2	2	2	2	-	-	-	-	-	\$85,000
2 Ton Trucks c/w plough and box	2	1	1	1	1	1	1	1	1	1	\$100,000
1/2 Ton Trucks	6	6	7	7	6	5	4	3	3	3	\$50,000
Utility Vans (Mercedes)	2	3	3	3	4	3	3	3	3	3	\$55,000
Loader/Backhoe, Large	2	2	2	2	2	2	2	2	2	2	\$150,000
Mini Excavator	1	1	1	1	1	1	1	1	1	2	\$100,000
Vacuum Sweepers	1	1	1	1	1	1	1	1	1	1	\$430,000
Trackless Tractors with attachments	1	1	1	2	2	2	2	2	2	2	\$175,000
2 Ton Truck with Aerial Device	-	-	-	-	1	1	1	1	1	1	\$150,000
2 Ton Truck with Landscape Box	2	3	3	3	3	4	4	4	4	4	\$90,000
Fork Lift	-	-	1	1	1	1	1	1	1	1	\$50,000
Mechanics Truck(3/4 ton) Truck 25-17	-	-	-	-	-	-	-	-	1	1	\$65,000
3/4 ton trucks	-	-	-	-	-	-	3	4	5	6	\$65,000
Tandem truck with attachments Truck 26-18	-	-	-	-	-	-	-	-	-	1	\$270,000
1 inspection vehicle (2015 KIA)	-	-	-	-	-	-	1	1	1	1	\$20,000
Trailers and Others	4	4	4	4	4	5	6	7	8	10	\$7,500
Generator mounted on trailer	3	3	3	3	3	3	3	3	3	3	\$85,000
Generator - small	1	1	1	4	6	7	8	9	11	12	\$4,000
Riding Mower - Large (M6 & M7)	1	1	1	1	1	2	2	2	2	2	\$16,000
Mower - Walk Behind (M5)	-	-	1	1	1	1	1	1	1	1	\$7,500
Valve Exerciser	-	-	-	-	1	1	1	1	1	1	\$75,000
Asphalt Patcher	-	-	1	1	1	1	1	1	1	1	\$33,000
Wood Chipper with Dump Box	-	-	-	-	1	1	1	1	1	1	\$65,000
Total	32	33	37	41	46	46	51	53	58	64	

Population	27,449	27,605	27,975	28,051	28,265	28,509	28,687	28,901	29,109	29,305
Per Capita Standard	0.0012	0.0012	0.0013	0.0015	0.0016	0.0016	0.0018	0.0018	0.0020	0.0022

10 Year Average	2009-2018
Quantity Standard	0.0016
Quality Standard	\$89,925
Service Standard	\$144

D.C. Amount (before deductions)	Buildout
Forecast Population	6,140
\$ per Capita	\$144
Eligible Amount	\$883,423



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. 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 saving 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 approved 2017 Financial Information Return (F.I.R.).

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 Town 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
Stormwater Management	178,100	16,752	194,852
Wastewater	115,104	155,229	270,333
Water	1,329,869	122,741	1,452,610
Roads and Related	746,841	227,350	974,191
Fire Protection	147,859	64,226	212,085
Police Services	46,645	19,847	66,492
Transit Services	33,400	146,639	180,039
TOTAL	2,597,818	752,784	3,350,602



Appendix D

Local Service Policy



Appendix D: Local Service Policy

1. Collector Roads

- 1.1. Collector roads internal or abutting development – Direct developer responsibility under s.59 of the D.C.A. (as a local service) or as an area-specific D.C. to the benefitting area
- 1.2. Roads (collector and arterial) external to development and oversizing of collector roads internal to development - Include in D.C. calculation or area-specific D.C. 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 Municipality or rail corridors - include in D.C. calculation or area-specific D.C. 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) or as an area-specific D.C. to the benefitting area
- 3.3. Intersection improvements on other roads due to development growth increasing traffic – Include in D.C. calculation or area-specific D.C.



4. Streetlights

- 4.1. Streetlights on external roads – Include in 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 Municipal roads - Linked to collector road funding source in item 1
- 5.2. 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, 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 Municipal D.C.s consistent with the service standard provisions of the D.C.A., s.5(1)
- 6.3. Bike lanes, within road allowance, internal to development – Direct developer responsibility under s.59 of the D.C.A. (as a local service)

7. Noise Abatement Measures

- 7.1. Internal to Development - Direct developer responsibility though 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 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 Municipal D.C. (to the extent eligible)
- 9.3. Land Acquisition for grade separations (beyond normal dedication requirements) – Include in the Municipal 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.) or as an area-specific D.C. to the benefitting area
- 11.2. Oversizing of stormwater management works for development external to developments will be subject to an area-specific D.C. to the benefitting area

12. Water

- 12.1. Pumping stations and works associated with Zone boundaries to be included within the D.C. or as an area-specific D.C. to the benefitting area
- 12.2. Watermains external to subdivisions included in the D.C. or as an area-specific D.C. to the benefitting area
- 12.3. Marginal costs of waterworks within the subdivision included in D.C. or as an area-specific D.C. to the benefitting area



- 12.4. Connections to trunk mains and pumping stations to service specific areas, to be direct developer responsibility or as an area-specific D.C. to the benefitting area

13. Wastewater

- 13.1. Pumping stations shall be included in the D.C. or as an area-specific D.C. to the benefitting area
- 13.2. Sanitary sewers external to subdivisions included in the D.C. or as an area-specific D.C. to the benefitting area
- 13.3. Connections to trunk mains and pumping stations to service specific areas, to be direct developer responsibility or as an area-specific D.C. to the benefitting area
- 13.4. Marginal costs of sanitary sewer works within the subdivision included in D.C. or as an area-specific D.C. to the benefitting area



Appendix E

Proposed D.C. By-law



THE CORPORATION OF THE TOWN OF ORANGEVILLE

BY-LAW NUMBER ___ - 2019

**A BY-LAW TO ESTABLISH DEVELOPMENT CHARGES FOR
TOWN WIDE AND AREA SPECIFIC SERVICES**

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 Orangeville (the “Council”) has given notice of the proposed development charges by-law and development charge background study and held a public meeting on the 15th day of July, 2019 and has heard all persons who applied to be heard and considered all submissions in accordance with the ACT and the regulations thereto;

AND WHEREAS the Council has by Resolution determined in accordance with section 12 of the Development Charges Act, 1997, that no further public meetings were required;

AND WHEREAS the Council had before it a development charge background study entitled “The Town of Orangeville 2019 Development Charges Background Study” by Watson & associates Economists Ltd., dated June 26, 2019 (hereinafter referred to as the “Study”), wherein it is indicated that the development of certain lands within an area of the Town of Orangeville will increase the need for the services as defined herein;

AND WHEREAS the Council on _____th, 2019 received the Study, pursuant to the Development Charges Act, 1997 and have thereafter indicated its intent by Resolution that it intends to ensure that the increase in the need for services attributable to the anticipated development will be met;



NOW THEREFORE, THE COUNCIL OF THE CORPORATION OF THE TOWN OF ORANGE VILLE ENACTS AS FOLLOWS:

Definitions

1. In this By-law, the following items shall have the corresponding meanings:

- 1) **“ACT”** means the Development Charges Act, 1997, S.O. 1997, C.27 as amended, or any successor thereof;
- 2) **“accessory use”** means a use of land, a building or a structure which is naturally and normally incidental and subordinate in purpose and/or floor area, and exclusively devoted to, the principal use of such land, building or structure;
- 3) **“apartment unit”** means any residential dwelling 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;
- 4) **“assembly plant”** means a building to which parts for consumer goods are delivered, stores, and assembled into consumer goods and shipped.
- 5) **“bedroom”** means a habitable room larger than seven square meters, including a den, study or other similar area, but does not include a living room, dining room or kitchen;
- 6) **“benefiting area”** means an area defined by a map, plan or legal description in a front-ending agreement as referred to under Section 44 of the ACT as an area that will receive a benefit from the construction of a service;
- 7) **“board of education”** has the same meaning as set out in Section 1(1) of the Education Act, R.S.O. 1990, c.E2, as amended or any successor thereof;
- 8) **“Building Code Act”** means the Building Code Act, 1992 S.O. 1992, c.23, as amended, or any successor thereof.
- 9) **“commercial use”** means all the commercial uses permitted by Zoning By-law number 22-90 of the Town, as amended or any successor thereof;



- 10) **“council”** means the council of the town;
- 11) **“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 has the effect of increasing the size or usability thereof, and includes redevelopment;
- 12) **“development charge”** means a charge imposed pursuant to this By-law;
- 13) **“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;
- 14) **“grade”** means the average level of finished ground adjoining a building or structure at all exterior walls;
- 15) **“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 nonresidential use and a residential use;
- 16) **“industrial use”** means all of the industrial uses permitted by Zoning By-law number 22-90 of the Town as amended or any successor thereof;
- 17) **“institutional use”** means all of the institutional uses permitted by Zoning By-law number 22-90 of the Town as amended or any successor thereof, but does not include a religious institution or cemetery;



- 18) **“local board”** has the same meaning as in the ACT;
- 19) **“local services”** means those services, facilities or things which are under the jurisdiction of the municipality and are related to an application for consent or to a plan of subdivision or within the area to which the plan relates and are to be installed or paid for by the owner as a condition of approval under Sections 51 or 53 of the Planning Act, R.S.O. 1990, c.P.13, as amended, or any successor thereof;
- 20) **“mobile home”** means any dwelling that is designed to be made mobile, and constructed or manufactured to provide a permanent residence for one or more persons, but does not include a travel trailer or tent trailer;
- 21) **“multiple dwelling”** means all dwellings other than single-detached, semi-detached and apartment unit dwellings;
- 22) **“municipality”** means the Corporation of the Town of Orangeville;
- 23) **“net developable hectare”** means a buildable hectare of land but shall not include public highways, private roads (other than driveways) which are designed for the circulation of traffic in the same manner as public highways, and lands defined as hazard lands.
- 24) **“non-residential use”** means a building or structure of any kind whatsoever used, designed or intended to be used for other than residential use;
- 25) **“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;
- 26) **“place of worship”** means that part of a building or structure and land used in connection therewith that is exempt from taxation as a place of worship under Section 3, paragraph 3 of the Assessment Act R.S.O. 1990, c.A.31, as amended, or successor thereof;
- 27) **“regulation”** means any regulation made pursuant to The ACT;



- 28) **“residential use”** means land or buildings or structures of any kind whatsoever used, designed or intended to be used as living accommodations for one or more individuals;
- 29) **“row house”** means a free-standing building containing three or more dwelling units having a common wall between each two adjacent dwelling units having at least two private entrances;
- 30) **“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 no other parts, attached or another dwelling unit where the residential units are not connected by an interior corridor;
- 31) **“service”** means a service designated in Schedule “A” to this By-law, and “services” shall have a corresponding meaning;
- 32) **“servicing agreement”** means an agreement between a landowner and the municipality relative to the provision of municipal services to specified lands within the municipality;
- 33) **“single detached dwelling unit”** means a residential building consisting of one dwelling unit and not attached to another structure and includes a mobile home;
- 34) **“Town”** means The Corporation of the Town of Orangeville;
- 35) **“townhouse”** has the same meaning as row house;
- 36) **“warehouse”** means a building to which goods of every nature are delivered, stored and from which such goods are shipped when storage is no longer required;

2. **Designation of Services**

- 2.1 It is hereby declared by the Council of the Town that all development of land within the Town will increase the need for services.



- 2.2 Once this By-law is in force, the development charge applicable to a development as determined under this By-law shall apply without regard to the services required or used by any individual development.
- 2.3 Development charges shall be imposed for the following categories of services to pay for the increased capital costs required because of increased need for services arising from development
- a) Roads and Related;
 - b) Fire Protection Services;
 - c) Policing Services;
 - d) Transit;
 - e) Wastewater;
 - f) Water;
 - g) Area-Specific Roads;
 - h) Area-Specific Water;
 - i) Area-Specific Wastewater; and
 - j) Area-Specific Stormwater Management
- 2.4 The components of the services designated in section 2.3 are described in Schedule A.

3. **Application of By-law Rules**

- 3.1 For the purpose of complying with section 6 of the ACT
- 1) The rules developed under paragraph 9 of subsection 5(1) of The ACT for determining if a development charge is payable in any particular case and for determining the amount of the charge shall be as set forth in section 3.2 through 3.12 of this By-law;



- 2) The exemptions provided for by such rules shall be the exemptions set forth in section 3.7 and 3.8 of this By-law, and the indexing of charges shall be in accordance within section 3.6 of this By-law;
- 3) Determining the development charges payable on the redevelopment of land shall be in accordance with the rules set forth in section 3.9 of this By-law;
- 4) The area to which this By-law applies shall be the area described in section 3.2 of this By-law;

Lands Affected

3.2 Subject to the conditions and limitations contained herein, this By-law applies to all lands located within the Town of Orangeville.

Application

3.3

- 1) Development charges shall apply to lands to be developed with;
 - a) residential units,
 - b) commercial buildings,
 - c) institutional buildings,
 - d) industrial buildings
- 2) In the case of a development containing more than one use as described in subsection 1), development charges payable shall be the total of the development charges for each use.
- 3) Development Charges imposed on a special care/special need unit shall be payable at the rate applicable to a bachelor and one apartment unit.

Approvals Subject to Development Charges

3.4

- 1) Subject to subsection (2) a development charge shall be calculated, paid and collected in accordance with the provisions of this by-law, where the development requires;



- 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 subsection 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) a consent under section 53 of the Planning Act;
 - g) the approval of a description under section 50 of the Condominium Act; or
 - h) the issuing of a permit under the Building Code Act, in relation to a building or structure.
- 2) Subsection (1) shall not apply in respect of local services to be installed or paid as a condition of approval under Section 51 and 53 of the Planning Act;
- 3) Nothing in this by-law prevents Council from requiring, as a condition of an agreement under Sections 51 or 53 of the Planning Act, that the owner, at his or her own expense, shall install or pay for such Local Services, as Council may require.

Imposition of Development Charges

- 3.5 Subject to section 3.6, 3.7, 3.8 and 3.9, the development charges set forth in Schedule "B" hereto shall be imposed, without phasing in, on all lands within the Town of Orangeville.

Indexing

- 3.6 Development charges imposed pursuant to this By-law shall be adjusted annually, without amendment to this By-law, commencing on the first anniversary date of this By-law and each anniversary date thereafter while this by-law is in force in accordance with the prescribed index in the ACT.



Exemptions for Intensification of Existing Housing

3.7

- 1) Development charges against land to be developed for residential use shall not apply in respect of the creation of:
 - 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.
- 2) Notwithstanding subsection 1)b), development charges shall be collected if the total gross floor area of the additional unit or units is greater than the total gross floor area of the existing dwelling unit.
- 3) Notwithstanding subsection 1)c), development charges shall be collected if the additional unit has a gross floor area greater than,
 - a) in the case of a semi-detached or row house, 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.

Other Exemptions

3.8

- 1) No land, except land owned by and used for the purposes of a Board of Education, a municipality or a local board thereof is exempt from a development charge by reason only that it is exempt from taxation under Section 3 of the Assessment Act.
- 2) Notwithstanding subsection 1), this By-law shall not apply to land that is used for the purposes of:
 - a) cemetery;
 - b) a place of worship, or;
 - c) other uses as set out in Schedule C to this by-law.



- 3) If a development includes the enlargement of the gross floor area of an existing industrial building, the amount of the development charge that is payable in respect of the enlargement will be determined as follows:
 - a) If the gross floor area is enlarged by 50% or less, the amount of the development charge in respect of the enlargement is zero; and
 - b) If the gross floor area is enlarged by more than 50%, the amount of the development charge in respect of the enlargement is the amount of the development charge that would otherwise be payable multiplied by the fraction determined as follows:
 - (i) Determine the amount by which the enlargement in gross floor area exceeds 50% of the gross floor area in existence at the time of the building permit application; and
 - (ii) Divide the amount determined under paragraph (i) by the amount of the enlargement.

Redevelopment

3.9

- 1) If an existing building is demolished and replaced with a new building(s), a credit shall be given against the development charge otherwise payable pursuant to this By-law for the demolished building, the credit to be an amount equal to the development charge that would be applied to the demolished building if it were being developed as a new building with the use of the demolished building determined as its most recent legal use before the demolition, and the credit being calculated based on the applicable development charge for that use as of the date on which the development charge is payable for the new building(s) in accordance with Schedule "B" to this By-law.
- 2) If an existing building or a portion of an existing building is converted to another use, a credit shall be given against the development charge otherwise payable pursuant to this By-law for the converted building or portion of building, the credit to be an amount equal to the development charge that would be applied to the converted building of the converted



portion of building if it were being developed as a new building with the use of the building or portion of building determined as its most recent legal use before the conversion took place, and the credit being calculated based on the applicable development charge for that use as of the date on which the development charge is payable for the conversion of the building in accordance with Schedule “B” to this By-law.

- 3) Notwithstanding subsection 1), the credit described therein shall apply provided that a building permit is issued within two years of the date of issue of a permit for demolition.
- 4) In no case shall the credit described in subsections 1) and 2) exceed the total development charges payable for the new or converted building(s).

Timing and Calculation Of Payment

3.10 Subject to the provisions of this by-law, development charges shall be calculated, paid and collected at the rates as set out in Schedule “B” to this by-law.

3.11

- 1) The development charge shall be payable on the date a permit is issued under the Building Code Act, in relation to a building or structure on land to which the development charge applies. No building permits shall be issued by the Town for the construction of any building or structure on land to which a development charge applied until the applicable development charges has been paid in full to the Town.
- 2) Notwithstanding subsection 1), the Corporation may enter into an agreement with any person who is required to pay a development charge providing for all or any part of the development charge to be paid before it would otherwise be payable.
- 3) The total amount of a development charge payable under an agreement pursuant to subsection 2) is the amount of the development charge that would be determined under this By-law on the date specified in the agreement or, if no such date is specified, at the earlier of:



- a) the time the development charge or any part of it is payable under the agreement;
 - b) the time the development charge would be payable in the absence of the agreement.
- 4) If the Corporation enters into an agreement under subsection 2), the Corporation may charge interest, at a rate stipulated in the agreement, on that part of the development charge paid after it would otherwise be payable.
 - 5) All development charges shall be calculated as of the date upon which they are payable, unless otherwise specified in an agreement under subsection 2).
 - 6) Notwithstanding subsection 1), the Corporation may, by agreement, allow a person to perform work that relates to a service to which this By-law relates, and give the person a credit towards the payment of development charges in accordance with the agreement, the amount of the credit to be determined in accordance with the ACT.
 - 7) Notwithstanding subsection 1), the Corporation may enter into a front-ending agreement under the ACT that relates to the services to which this By-law relates.

Unpaid Charges

- 3.12 If a development charge of any part of it remains unpaid after it is payable, the amount unpaid shall be added to the tax roll and shall be collected in the same manner as taxes.
- 3.13 Where any unpaid Development Charges are collected as taxes, the monies so collected shall be credited to a Development Charge reserve fund.

Headings For Reference Only

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



Severability

5. If, for any reason, any provision, section, subsection or paragraph of this By-law is held to be invalid, it is hereby declared to be the intention of Council that all of the remainder of this By-law shall continue in full force and effect until repealed, re-enacted or amended, in whole or in part or dealt with in any other way.

Date By-law In Force

6. This by-law shall come into force and effect at 12:01 a.m. on _____, 2019.

Additional Development Charges

7. Additional development charges may be imposed pursuant to other By-laws.

Transfer of Credit

8. As provided for in subsection 41(2) of the Act, a credit under any other by-law enacted by the Council, pursuant to the Act, may be used, subject to the discretion of the Council, against any Development Charge imposed by this By-law.

By-Law Registration

10. A certified copy of this by-law may be registered on title to any land to which this by-law applies.

Schedules to the By-Law

11. The following Schedules to this by-law form an integral part of this by-law:
 - Schedule A - Schedule of Designated Municipal Services
 - Schedule B - Schedule of Development Charges
 - Schedule C-1 through C-4 - Schedule of Lands to which Area-Specific Charges Apply
 - Schedule D - Exemption Provisions



PASSED IN OPEN COUNCIL THIS ___th DAY OF _____, 2019.

Mayor

Clerk



SCHEDULE A

Service Categories and Sub-Components

1. Municipal-Wide Services (100% Services)

- Roads and Related
- Fire Protection
- Police
- Transit
- Water
- Wastewater

2. Area-Specific Services (100% Services)

- Roads and Relates
- Water
- Wastewater
- Stormwater Management



SCHEDULE B

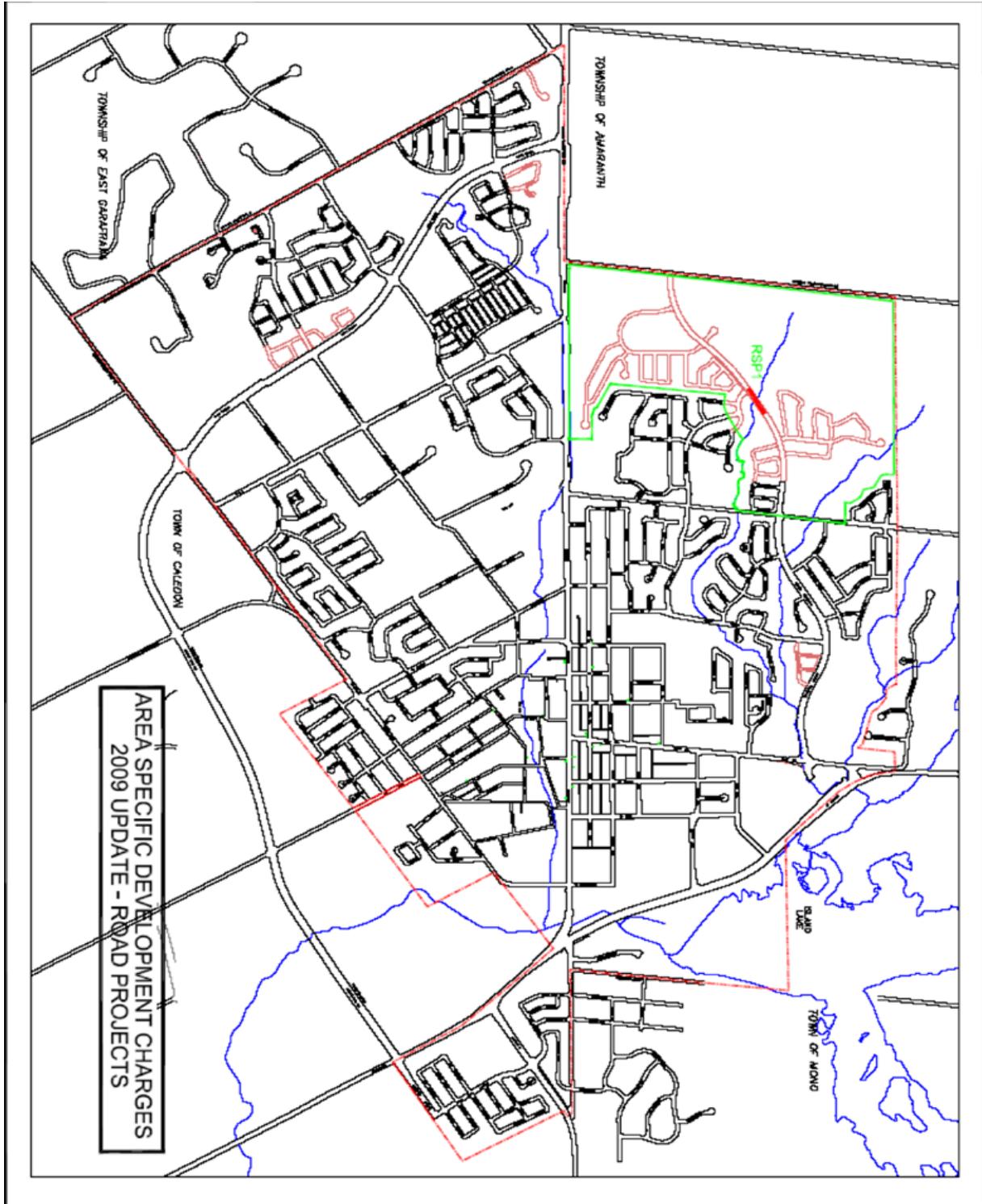
SCHEDULE OF DEVELOPMENT CHARGES

Service	RESIDENTIAL					NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Other Multiples	Special Care/Special Dwelling Units	(per sq.m. of Gross Floor Area)
Municipal Wide Services:						
Roads and Related	4,682	2,336	1,678	3,792	1,626	20.86
Fire Protection Services	818	408	293	663	284	3.65
Police Services	639	319	229	518	222	2.85
Transit Services	174	87	62	141	60	0.87
Total Municipal Wide Services	6,313	3,150	2,262	5,114	2,192	28.23
Urban Services						
Wastewater Services	7,118	3,551	2,551	5,765	2,472	27.88
Water Services	4,711	2,351	1,689	3,816	1,636	18.46
Total Urban Services	11,829	5,902	4,240	9,581	4,108	46.34
GRAND TOTAL URBAN AREA	18,142	9,052	6,502	14,695	6,300	74.57

Service	\$/Net Developable Hectare
Roads and Related Services	
Roads - RSP1	\$15,320
Water Services	
Water - WD-1	\$1,478
Water - WD-2	\$4,086
Water - WD-3	\$1,653
Water - WD-4	\$2,920
Water - WD-5	\$37,433
Water - WD-6	\$10,618
Wastewater Services	
Wastewater - SS1	\$4,655
Wastewater - SS3	\$12,701
Wastewater - SS4	\$4,024
Stormwater Management Services	
Stormwater Management - SWM1	\$3,964
Stormwater Management - SWM2	\$15,311
Stormwater Management - SWM3	\$14,743
Stormwater Management - SWM4	-
Stormwater Management - SWM5	-
Stormwater Management - SWM6	\$5,044
Stormwater Management - SWM 3/4 Ext.1	\$8,251
Stormwater Management - SWM 3/4 Ext.2	\$8,251

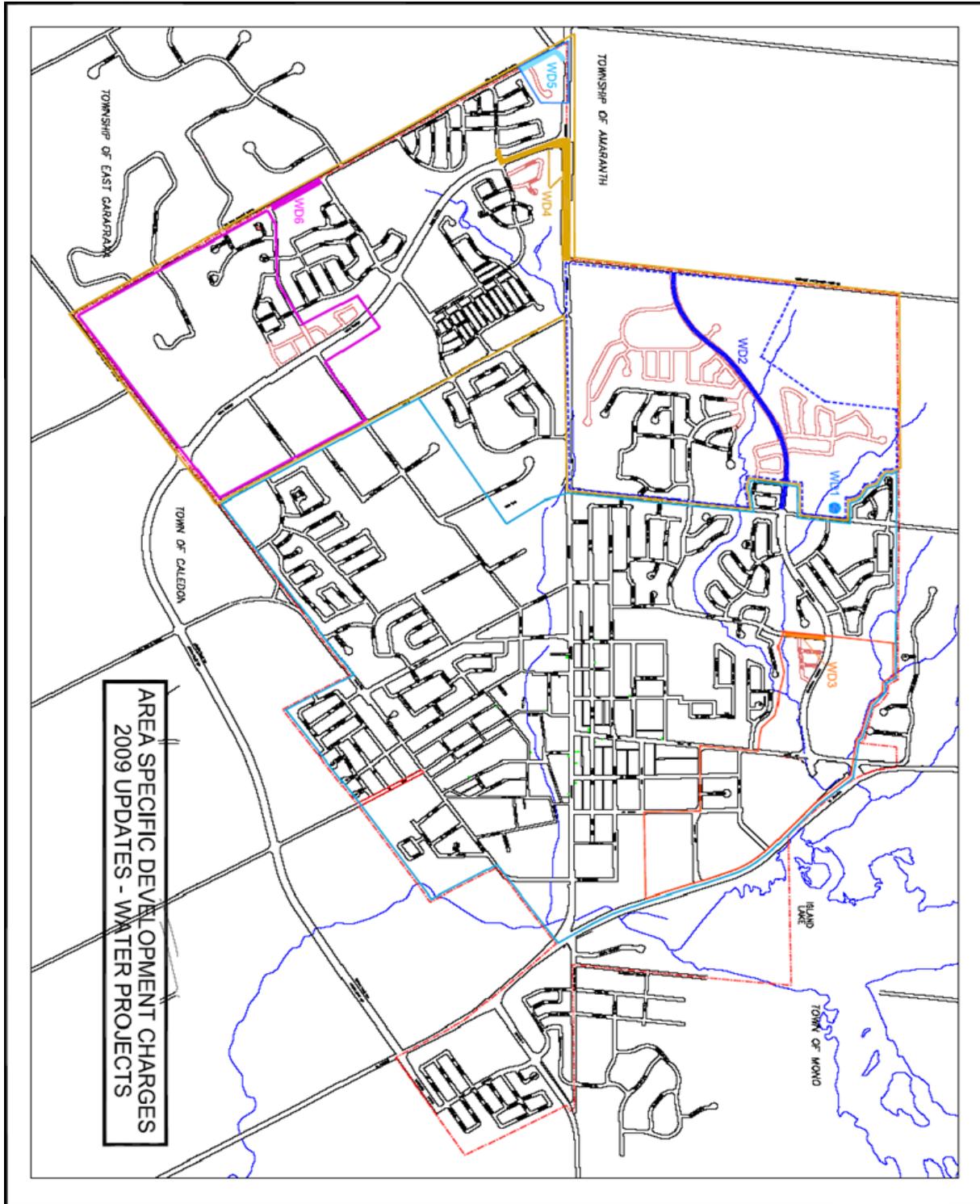


**SCHEDULE C-1
SCHEDULE OF LANDS TO WHICH AREA-SPECIFIC CHARGES APPLY – ROADS
AND RELATED SERVICES**



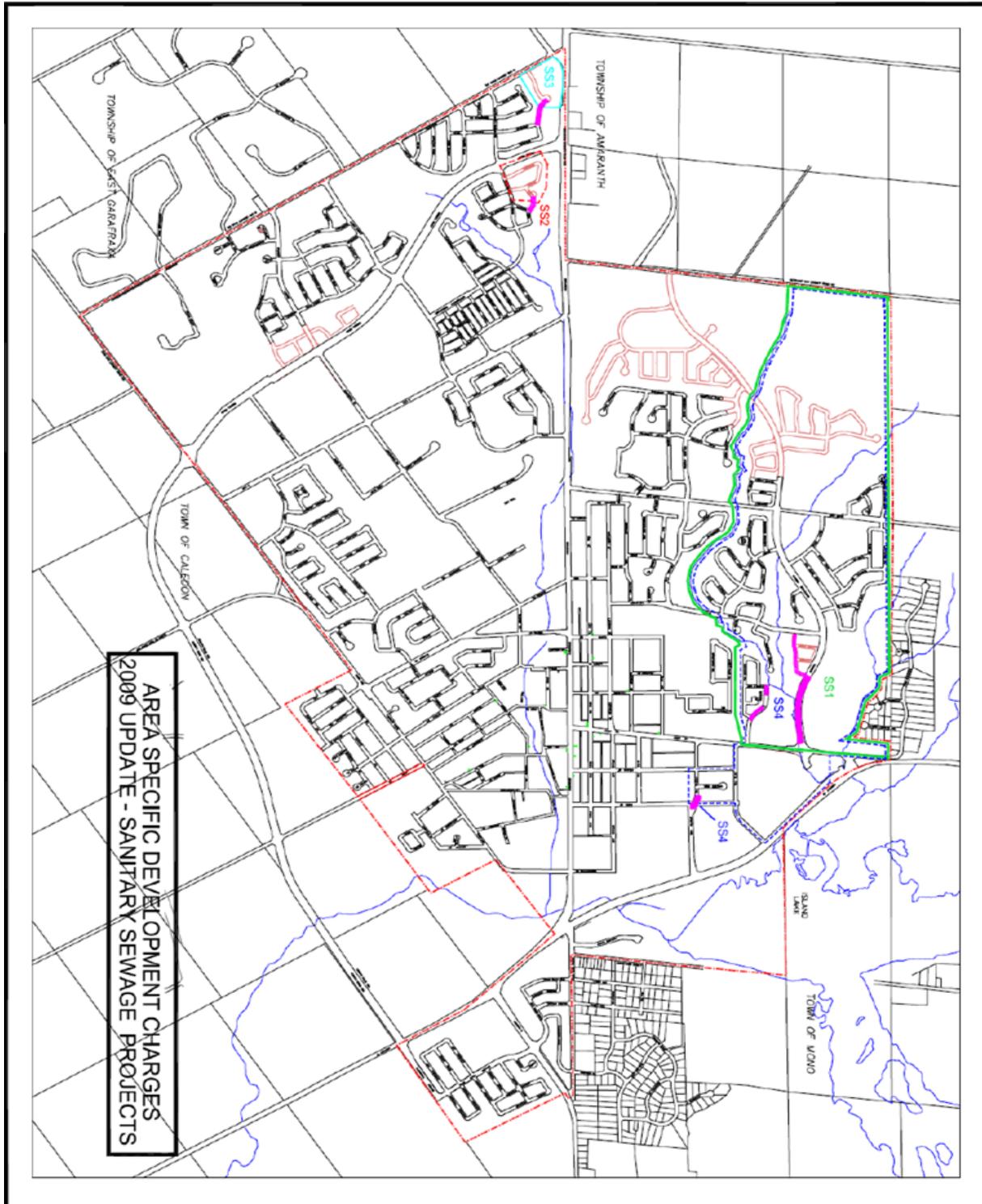


SCHEDULE C-2
SCHEDULE OF LANDS TO WHICH AREA-SPECIFIC CHARGES APPLY – WATER SERVICES



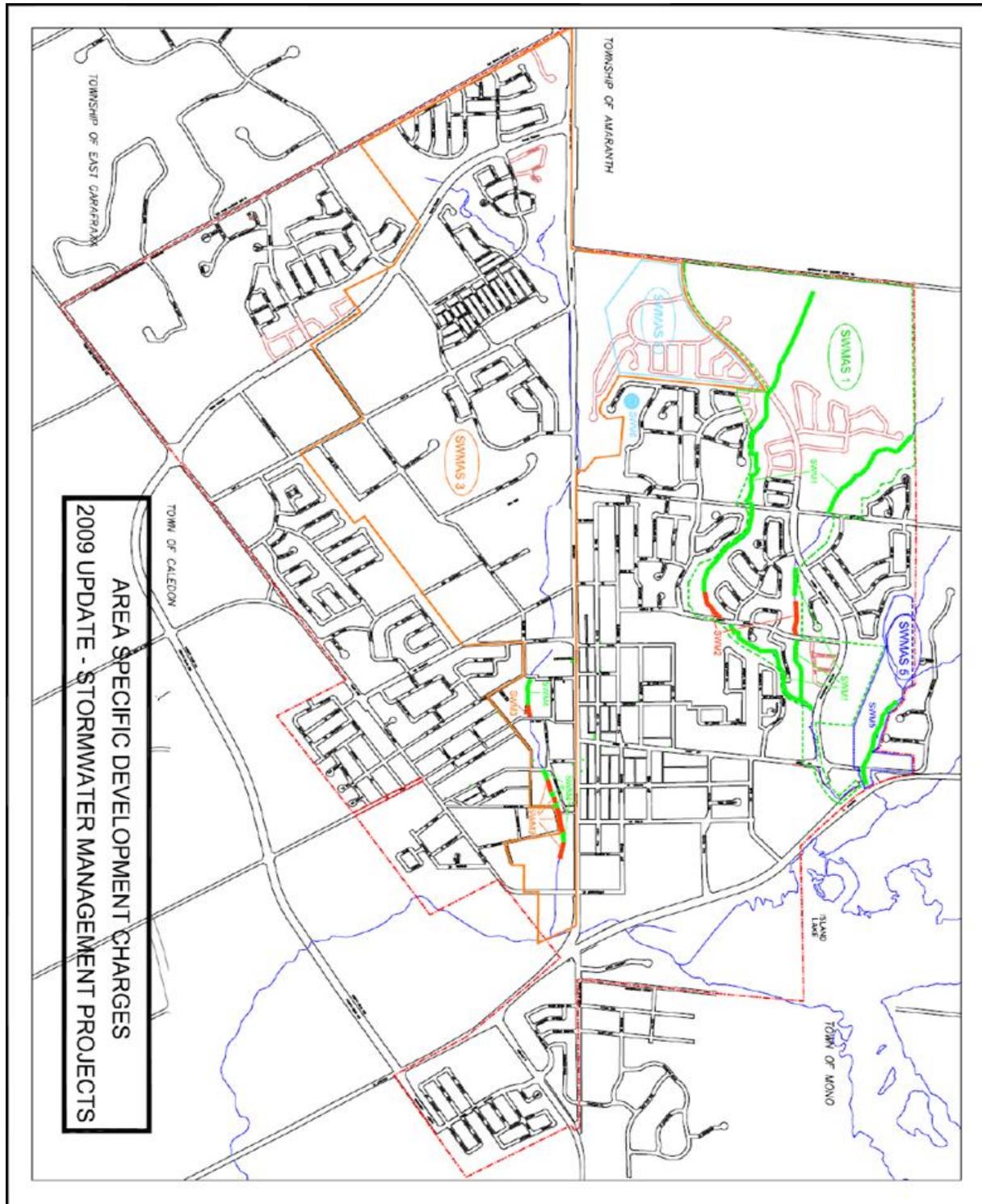


SCHEDULE C-3
SCHEDULE OF LANDS TO WHICH AREA-SPECIFIC CHARGES APPLY –
WASTEWATER SERVICES





SCHEDULE C-4
SCHEDULE OF LANDS TO WHICH AREA-SPECIFIC CHARGES APPLY –
STORMWATER MANAGEMENT SERVICES





SCHEDULE D

EXEMPTION PROVISIONS

Exemption Provisions:

Notwithstanding other references within this by-law to the methods of calculation of development charges:

1. The development of land for the purposes of:
 - a) manufacturing, producing, processing, storing or distributing something,
 - b) research or development in connection with manufacturing, producing, processing, storing or distributing something
 - c) retail sales by a manufacturer, producer or processor of something they manufactured, produced or processed, if the retail sales are at the site where the manufacturing, production or processing takes place
 - d) office or administrative purposes, if they are,
 - i) carried out with respect to manufacturing, producing, processing, storing or distributing something,
 - ii) in or attached to the building or structure used for that manufacturing, producing, processing, storage or distribution

shall be charged 0% of the full non-residential development charge shown in Schedule B to the By-law.



Appendix F

Proposed Amending By-law



THE CORPORATION OF THE TOWN OF ORANGEVILLE

BY-LAW NUMBER ___ - 2019

**A BY-LAW TO AMEND BY-LAW 70-2014
RESPECTING DEVELOPMENT CHARGES**

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 the Council had before it a development charge background study entitled “The Town of Orangeville 2019 Development Charges Background Study” by Watson & Associates Economists Ltd., dated June 26, 2019

AND WHEREAS Council, on July 15, 2019 held a meeting open to the public, at which Council considered this amendment, and written and oral submissions from the public;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF ORANGEVILLE HEREBY ENACTS AS FOLLOWS:

1. By-law 70-2014 is hereby amended as follows:

Section 2. subsection 2.3 (a) to (n) is deleted and substituted by the following:

- (a) Municipal Parking;
- (b) Parks and Recreation; and
- (c) Library Services

Schedule “A” is deleted and the attached Schedule “A” substituted therefore.

Schedule “B” is deleted and the attached Schedule “B” substituted therefore.

Schedule “C” is deleted.

Schedule “D” is renamed Schedule “C”.

2. This amending by-law shall come into force on the day it is enacted.



3. Except as amended by this By-law, all provisions of By-law 70-2014 are and shall remain in full force and effect.

PASSED IN OPEN COUNCIL THIS ___th DAY OF _____, 2019.

Mayor

Clerk



SCHEDULE A

Service Categories and Sub-Components

1. Municipal-Wide Services (90% Services)

- Municipal Parking
- Parks and Recreation
- Library Services



SCHEDULE B

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.m. of Gross Floor Area)
Municipal Wide Services:					
Municipal Parking	37	20	13	27	0.20
Parks and Recreation	5,010	2,733	1,712	3,644	14.01
Library Services	579	316	198	421	1.62
Total Municipal Wide Services	5,626	3,069	1,923	4,092	15.83



SCHEDULE C

EXEMPTION PROVISIONS

Exemption Provisions:

Notwithstanding other references within this by-law to the methods of calculation of development charges:

2. The development of land for the purposes of:

- e) manufacturing, producing, processing, storing or distributing something,
- f) research or development in connection with manufacturing, producing, processing, storing or distributing something
- g) retail sales by a manufacturer, producer or processor of something they manufactured, produced or processed, if the retail sales are at the site where the manufacturing, production or processing takes place
- h) office or administrative purposes, if they are,
 - iii) carried out with respect to manufacturing, producing, processing, storing or distributing something,
 - iv) in or attached to the building or structure used for that manufacturing, producing, processing, storage or distribution

shall be charged 0% of the full non-residential development charge shown in Schedule B to the By-law.