



# Addendum to: 2019 Development Charge Background Study

City of Oshawa

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For Public Circulation and Comment

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# Table of Contents

|  | Page       |
|--|------------|
| <b>1. Summary of Revisions Made to the April 10, 2019 Development Charges Background Study .....</b> | <b>1</b>   |
| 1.1 Background.....  | 1          |
| 1.2 Discussion .....   | 2          |
| 1.2.1 Transportation Services .....  | 2          |
| 1.2.2 Administration Services .....  | 2          |
| 1.2.3 Revised Schedule of Development Charges.....   | 2          |
| 1.2.4 Policy Changes .....   | 4          |
| <b>2. Changes to the Background Study .....</b>  | <b>5</b>   |
| <b>3. Process for Adoption of the D.C. By-law.....</b>   | <b>5</b>   |
| <b>Appendix A Amended Pages .....</b>  | <b>A-1</b> |
| <b>Appendix B Proposed By-law.....</b>   | <b>B-1</b> |



# 1. Summary of Revisions Made to the April 10, 2019 Development Charges Background Study

## 1.1 Background

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

- April 10, 2019 – Release of the D.C.B.S.;
- April 12, 2019 – Stakeholder Consultation Meeting with Building Industry Liaison Team (BILT);
- May 2, 2019 – D.C. Public Meeting;
- May 16, 2019 – Stakeholder Consultation Meeting with BILT;
- June 10, 2019 – Finance Committee approval of D.C. background study and recommendation to Council to pass D.C. by-law; and
- June 10, 2019 - Anticipated passage of D.C. By-law by Council

The City held a public meeting of Council on May 2, 2019 to review the City's 2019 D.C.B.S. and proposed D.C. By-law, as required by the D.C.A. As identified at the D.C. Public Meeting, through the ongoing discussions with BILT, the City has identified revisions to the D.C.B.S. and proposed by-law. These include revisions to the capital program and capital costs estimates for Transportation Services and Administration Services. The requested revisions require an amendment to the D.C.B.S. and draft D.C. By-law to be prepared prior to Council considering the By-law for passage on June 10, 2019.

Moreover, BILT has requested that the City consider transition policies for the imposition of the charges under the 2019 D.C. By-law.



## 1.2 Discussion

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The purpose of this addendum to the April 10, 2019 D.C.B.S. is to provide for the following revisions as set out in the subsections below:

### **1.2.1 Transportation Services**

Further review of the D.C. capital program by the City, considering consultation with BILT, identified changes to the Transportation Services capital cost estimates. Upon further review of the City's benchmark cost estimates, unit rates for stage 1 and stage 2 construction were revised. These changes reduced the gross capital cost estimates for the roads program within Transportation Services from \$754.3 million to \$669.5 million, a reduction of \$85.8 million (or 11%). D.C. recoverable costs decreased by \$37.2 million compared to the April 10, 2019 D.C.B.S.

### **1.2.2 Administration Services**

As per Council direction on April 29, 2019, the Administration Service D.C. capital program was revised to include an Animal Services Master Plan study. It is anticipated that this study will identify an increase in need for services related to new development and capital costs. As such this project has been included in the 2019 D.C.B.S. through this addendum. The gross capital cost for the study is estimated at \$150,000, with approximately 45% of the capital costs being identified as D.C. recoverable.

### **1.2.3 Revised Schedule of Development Charges**

Based on the revisions provided in Section 1.2.1 and 1.2.2, Table 1-1 summarizes the amended proposed schedule of charges. It should be noted, that these charges were presented at the City's D.C. Public Meeting on May 2, 2019.

Moreover, the impacts of the revisions relative to the D.C.B.S. and the City's current charges are summarized in Tables 1-2 and 1-3 for a single detached residential dwelling unit and per square metre of non-residential gross floor area. The amended charges result in a decrease to the charges proposed in the April 10, 2019 D.C.B.S. For a single detached residential dwelling unit, the charge would decrease by \$1,108/unit or 4.4% relative to the D.C.B.S. For non-residential development, the industrial charge would decrease by \$3.44/sq.mt. or 6.0%, and the commercial/institutional charge would decrease by \$9.04/sq.mt., relative to the 2019 D.C.B.S.



Table 1-1  
Proposed Schedule of Charges (as amended)

| Service                              | RESIDENTIAL PER DWELLING UNIT           |                           |                            |   |                       |                             | NON RESIDENTIAL<br>(per sq.m. of G.F.A) |                              |
|--------------------------------------|---|---------------------------|----------------------------|---|-----------------------|-----------------------------|---|------------------------------|
|                                      | Single and<br>Semi Detached<br>Dwelling | Duplex (for two<br>units) | Apartments 2<br>Bedrooms + | Apartments<br>Bachelor and 1<br>Bedroom | Townhouse<br>Dwelling | Lodging House<br>(per unit) | Industrial                              | Commercial/<br>Institutional |
| <b>Municipal Wide Services:</b>      |   |                           |                            |   |                       |                             |   |                              |
| Transportation                       | \$14,301                                | \$18,002                  | \$9,001                    | \$5,525                                 | \$11,520              | \$4,966                     | \$44.02                                 | \$115.93                     |
| Fire Protection                      | \$533                                   | \$670                     | \$335                      | \$206                                   | \$429                 | \$185                       | \$1.61                                  | \$4.31                       |
| Watercourse Improvements             | \$1,004                                 | \$1,264                   | \$632                      | \$388                                   | \$809                 | \$349                       | \$4.31                                  | \$4.74                       |
| Parks, Recreation and Trails         | \$7,982                                 | \$10,048                  | \$5,024                    | \$3,084                                 | \$6,430               | \$2,772                     | \$3.77                                  | \$3.77                       |
| Library Services                     | \$333                                   | \$420                     | \$210                      | \$129                                   | \$268                 | \$116                       | \$0.11                                  | \$0.11                       |
| Administration                       | \$66                                    | \$84                      | \$42                       | \$26                                    | \$53                  | \$23                        | \$0.22                                  | \$0.54                       |
| Parking                              | \$16                                    | \$20                      | \$10                       | \$6                                     | \$13                  | \$6                         | \$0.00                                  | \$0.11                       |
| Waste Diversion                      | \$15                                    | \$18                      | \$9                        | \$6                                     | \$12                  | \$5                         | \$0.00                                  | \$0.11                       |
| <b>Total Municipal Wide Services</b> | <b>\$24,250</b>                         | <b>\$30,526</b>           | <b>\$15,263</b>            | <b>\$9,370</b>                          | <b>\$19,534</b>       | <b>\$8,422</b>              | <b>\$54.04</b>                          | <b>\$129.60</b>              |



Table 1-2  
Comparison of Development Charges for Single Detached Residential Dwelling Unit

| Service                              | Current       | April 10 D.C.B.S. | May 27 Addendum |
|--------------------------------------|---------------|-------------------|-----------------|
| <b>Municipal Wide Services:</b>      |               |                   |                 |
| Transportation                       | 10,815        | 15,415            | 14,301          |
| Operations                           | 470           | -                 | -               |
| Fire Protection                      | 268           | 533               | 533             |
| Parks, Recreation and Trails         | 4,381         | 7,982             | 7,982           |
| Library Services                     | 459           | 333               | 333             |
| Administration                       | 146           | 61                | 66              |
| Watercourse Improvements             | 1,102         | 1,003             | 1,004           |
| Parking                              | -             | 16                | 16              |
| Waste Diversion                      | -             | 15                | 15              |
| <b>Total Municipal Wide Services</b> | <b>17,642</b> | <b>25,358</b>     | <b>24,250</b>   |

Table 1-3  
Comparison of Development Charges for Non-Residential Development (\$/square metre of gross floor area)

| Service                              | Current      |                | April 10 D.C.B.S. |                | May 22 Addendum |                |
|--------------------------------------|--------------|----------------|-------------------|----------------|-----------------|----------------|
|                                      | Industrial   | Non-Industrial | Industrial        | Non Industrial | Industrial      | Non-Industrial |
| <b>Municipal Wide Services:</b>      |              |                |                   |                |                 |                |
| Transportation                       | 75.93        | 75.93          | 47.47             | 124.97         | 44.02           | 115.93         |
| Operations                           | 3.78         | 3.78           | -                 | -              | -               | -              |
| Fire Protection                      | 2.13         | 2.13           | 1.61              | 4.31           | 1.61            | 4.31           |
| Parks, Recreation and Trails         | 3.68         | 3.68           | 3.77              | 3.77           | 3.77            | 3.77           |
| Library Services                     | 0.38         | 0.38           | 0.11              | 0.11           | 0.11            | 0.11           |
| Administration                       | 1.16         | 1.16           | 0.22              | 0.54           | 0.22            | 0.54           |
| Watercourse Improvements             | 4.93         | 8.93           | 4.31              | 4.74           | 4.31            | 4.74           |
| Parking                              | -            | -              | -                 | 0.11           | -               | 0.11           |
| Waste Diversion                      | -            | -              | -                 | 0.11           | -               | 0.11           |
| <b>Total Municipal Wide Services</b> | <b>92.00</b> | <b>96.00</b>   | <b>57.48</b>      | <b>138.64</b>  | <b>54.04</b>    | <b>129.60</b>  |

### 1.2.4 Policy Changes

As noted in the introduction, BILT has requested that the City consider transition provisions for the imposition of the charges under the 2019 D.C. By-law. These transition provisions could include, phasing in the all or some of the charges over a period of time, or grandfathering existing charges for development within the development process (i.e. building permit application stage). It should be noted however, that D.C. revenue foregone from a reduction in the charge from those



proposed in the D.C.B.S. (as amended) cannot be funded by increases on other types of development, or those occurring later in the by-law period. As such, these revenues must be funded from a non-D.C. source (e.g. property tax revenues).

The City held a consultation with session with BILT on May 16, 2019 to discuss the potential policy alternatives. It is anticipated that transition policy options will be provided by staff report at the June 10<sup>th</sup> Committee Meeting, for members consideration before considering the amended D.C.B.S. and proposed D.C. By-law. As such, there are no proposals for transition included herein.

Finally, there are some minor house-keeping revisions to the text of the draft D.C. By-law, based on City legal review. These revisions do not change the effect or intent of the policies from those contained in the April 10<sup>th</sup> D.C.B.S.

## 2. Changes to the D.C. Background Study

Based on the foregoing, the following revisions are made to the pages within the April 10, 2019 D.C.B.S. Accordingly, the revised pages are appended to this report in Appendix A:

- Pages i-ii – Revised executive summary to reflect addendum;
- Page 1-2 and 1-3 – Revised project timing to acknowledge the addendum report;
- Page 5-4, 5-5 and 5-13 – Revised increase in needs for Administration Services;
- Page 5-17 through 5-20 – Revised increase in needs for Transportation Services;
- Page 6-2 through 6-4 – Revised calculation of the D.C.;
- Page 7-4 – Identification of staff consideration of further transition policies;
- Page 7-7 – Revised report recommendations; and

The revised proposed D.C. By-Law is provided in Appendix B.

## 3. Process for Adoption of the D.C. By-law

The revisions provided herein form the basis for the D.C. By-Law and will be incorporated into the April 10, 2019 D.C.B.S. to be provided to Council and the general public prior to Council's consideration and adoption of the proposed D.C. By-Law on June 10, 2019.



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

- Approve the Development Charges Background Study dated April 10, 2019, as amended;
- Determine that no further public meetings are required on the matter; and
- Adopt the new Development Charges By-Law.





# Appendix A

## Amended Pages



# Executive Summary

## 1. Purpose of this Background Study

- 1.1 The Background Study has been prepared pursuant to Section 10 of the Development Charges Act, 1997 (D.C.A.) and, together with the proposed by-law, was made available to the public, as required by Section 12 of the Act, more than two weeks prior to the public meeting of Council, which is to be held on May 2, 2019. It will also be available on the City's website for at least 60 days prior to passage of a new development charges (D.C.) by-law, and remain there for the duration of the by-law. The Background Study was subsequently amended to reflect changes in the capital program for Transportation Services and Administration Services, as detailed in the May 28, 2019 Addendum Report.
- 1.2 The charges calculated represent those which can be recovered under the D.C.A., 1997, based on the City's capital spending plans and other assumptions which are responsive to the requirements of the D.C.A. A decision is required by Council, after receiving input at the public meeting, and any other consultation sessions, and receiving the completed study and by-law, as to the magnitude of the charge it wishes to establish, for residential, commercial, industrial and/or institutional development. Property tax, user rates or other funding will be required to finance any potentially D.C.-recoverable capital costs which are not included in the charge which is adopted.
- 1.3 Other decisions are also involved in finalizing development charge policies within the by-law, including exemptions, phasing in, indexing, applicability to the redevelopment of land, and the schedule of charges by type of land use. It is the purpose of the public meeting and consultation activity, to obtain input on these matters.

## 2. The 2019 Development Charge Calculation

- 2.1 Table ES-1 presents the proposed City-wide charges per single detached residential dwelling unit and per square metre of non-residential gross floor area, based on the costing and related assumptions contained in this Background Study. This table further compares the proposed charges with the City's existing development charges. The Operations service from the 2014 by-law has been



eliminated and the capital needs have been allocated among the Transportation, Parks, Recreation and Trails and Waste Diversion services. The full schedule of charges for all development types are reflected in Schedule ES-2 and the proposed by-law contained in Appendix E.

Table ES-1  
City of Oshawa Comparison of Current and Calculated Development Charges  
**Residential (Single Detached) Comparison**

| Service                              | Current       | Calculated    |
|--------------------------------------|---------------|---------------|
| <b>Municipal Wide Services:</b>      |               |               |
| Transportation                       | 10,815        | 14,301        |
| Operations                           | 470           | -             |
| Fire Protection                      | 268           | 533           |
| Parks, Recreation and Trails         | 4,381         | 7,982         |
| Library Services                     | 459           | 333           |
| Administration                       | 146           | 66            |
| Watercourse Improvements             | 1,102         | 1,004         |
| Parking                              | -             | 16            |
| Waste Diversion                      | -             | 15            |
| <b>Total Municipal Wide Services</b> | <b>17,642</b> | <b>24,250</b> |

| Service                              | Current      |                | Calculated   |                |
|--------------------------------------|--------------|----------------|--------------|----------------|
|                                      | Industrial   | Non-Industrial | Industrial   | Non Industrial |
| <b>Municipal Wide Services:</b>      |              |                |              |                |
| Transportation                       | 75.93        | 75.93          | 44.02        | 115.93         |
| Operations                           | 3.78         | 3.78           | -            | -              |
| Fire Protection                      | 2.13         | 2.13           | 1.61         | 4.31           |
| Parks, Recreation and Trails         | 3.68         | 3.68           | 3.77         | 3.77           |
| Library Services                     | 0.38         | 0.38           | 0.11         | 0.11           |
| Administration                       | 1.16         | 1.16           | 0.22         | 0.54           |
| Watercourse Improvements             | 4.93         | 8.93           | 4.31         | 4.74           |
| Parking                              | -            | -              | -            | 0.11           |
| Waste Diversion                      | -            | -              | -            | 0.11           |
| <b>Total Municipal Wide Services</b> | <b>92.00</b> | <b>96.00</b>   | <b>54.04</b> | <b>129.60</b>  |



## 1.2 Summary of the Process

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As required under Section 12 of the D.C.A., 1997, a Public Meeting will be scheduled prior to Council considering the by-law for passage. Its purpose is to present the study to the public and to solicit public input on the proposed D.C. by-law. The meeting is also being held to answer any questions regarding the study's purpose, methodology and the proposed modifications to the City's D.C. by-law. Figure 1-1 outlines the proposed schedule to be followed with respect to the D.C. by-law adoption process.

In accordance with the legislation, the D.C. background study and proposed D.C. by-law were available for public review by April 10, 2019, and May 28, 2019 for the addendum report.

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

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

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

| Process Steps  | Dates  |
|--|--|
| 1. Project initiation meetings with City staff   | June, 2018   |
| 2. Data collection, staff interviews, preparation of D.C. calculations, review of policy matters | July, 2018 to February, 2019   |
| 3. Stakeholder Consultation Meetings (Building Industry Liaison Team (BILT))                     | February 11, 2019<br>March 6, 2019<br>April 12, 2019<br>May 16, 2019 |
| 4. Presentation to Finance Committee on status, timing and proposed policy changes               | March 18, 2019   |



| Process Steps   | Dates                          |
|---|--------------------------------|
| 5. Presentation to Finance Committee on D.C. Background Study Findings and draft by-law                             | March 27, 2019                 |
| 6. D.C. Background Study and proposed D.C. by-law available to public (60 days prior to by-law passage)             | By April 10, 2019              |
| 7. Statutory notice of Public Meeting advertisement placed in newspapers (i.e. Oshawa This Week and Oshawa Express) | April 10, 2019                 |
| 8. Statutory Public Meeting of Finance Committee  | May 2, 2019                    |
| 9. D.C. Addendum Report   | May 28, 2018                   |
| 10. Finance Committee approval of D.C. background study and recommendation to Council to pass D.C. by-law           | June 10, 2019                  |
| 11. Council considers adoption of D.C. background study and passage of D.C. by-law                                  | June 10, 2019                  |
| 12. Newspaper notice given of by-law passage  | By 20 days after passage       |
| 13. By-law effective date   | July 1, 2019                   |
| 14. Last day for by-law appeal  | 40 days after passage          |
| 15. Municipality makes available D.C. pamphlet  | by 60 days after in force date |



The average level of service over the past 10 years was \$321 per capita. Based on the application of this level of service to the incremental forecast growth, the D.C. eligible amount is approximately \$8.6 million for library services over the forecast period.

The capital needs required to accommodate growth have a total gross cost of \$13.3 million for the construction of a new branch, additions to the collection and an update to the Facilities Needs Assessment study. The need for additional library facility space was identified in the City's Parks Recreation Library and Culture (P.R.L.C.) Facility Needs Assessment and reflected in the City's 2017 D.C. Update Study, which amended the 2014 D.C. by-law.

\$4.9 million has been deducted as the portion that benefits growth that will occur beyond the forecast period. This is reflective of the P.R.L.C. Facility Needs Assessment identification of needs maintaining a service provision of 0.6 sq.ft. per capita. Moreover, \$1.4 million was deducted from the project costs for the share attributed to existing development. These latter deductions ranged from 5% for additional materials to 50% for the Facility Needs Study.

Deductions in recognition of the statutory 10% capital cost reduction total \$0.7 million. After deducting \$2.9 million of D.C. revenue already collected towards these needs, as represented by the uncommitted balance in the D.C. reserve fund, the resulting net growth-related capital costs for inclusion in the calculation total \$4.1 million.

These costs of been allocated 95% to residential development and 5% to non-residential development.

#### **5.2.4 Administration**

The D.C.A. permits the inclusion of studies undertaken to facilitate the completion of the City's capital works program and to support the preparation of future D.C. background studies. The City has made provisions for the inclusion of future studies undertaken to facilitate this D.C. process, as well as other studies which benefit growth, including an official plan review, a design engineering standards and guideline review and an asset management study. Master plans and needs studies related to specific services have been included in the capital needs for those services.

The cost of the projects included in the Administration service totals approximately \$1.1 million over the 10-year forecast period. No deduction has been made for post period



benefits. \$455,000 has been deducted as the share of benefit to existing development calculated as a percentage of net capital costs. The deductions ranged from nil for D.C. Background Studies to 50% for broader studies.

As the D.C. reserve fund for this service is currently in a deficit position, the negative reserve fund balance of \$399,000 was added to the capital needs. After the 10% statutory deduction of \$35,000, the net growth-related capital costs included in the charge total \$971,000.

These costs have been allocated 66% residential and 34% non-residential based on the incremental growth in population to employment for the 10-year forecast period. The non-residential share was further subdivided into industrial (18%) and non-industrial (16%) development based on the proportion of incremental employment for these two categories of development.

### **5.2.5 Parking**

The City provides off street parking at three parking garages with a total floor area of just over 600,000 sq.ft. and six surface lots with space for 637 vehicles. Other assets include two vehicles and a share of space at the City's Consolidated Operations Depot. The average level of service over the past 10 years was \$820 per capita. Based on the application of this level of service to the incremental forecast growth, the D.C. eligible amount is approximately \$22 million over the forecast period.

The capital needs required to accommodate growth have a total gross cost of \$350,000 and involves a Parking Master Plan.

No deduction has been made for benefits to growth that will occur beyond the forecast period. Approximately, \$88,000 has been deducted from the project cost for the share attributed to existing development.

Deductions in recognition of the statutory 10% capital cost reduction total \$26,000. As this is a new service in the City's D.C. by-law, there are no existing D.C. reserve funds to be considered. Thus, the net D.C. recoverable cost is \$236,000.

As with Administration, the costs have been allocated 66% residential and 34% non-residential based on the incremental growth in population to employment for the 10-year



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

| Prj.No  | Increased Service Needs Attributable to Anticipated Development | Timing (year) | Gross Capital Cost Estimate (2019\$) | Post Period Benefit | Net Capital Cost | Less:                           |   | Subtotal         | Less:                                | Potential D.C. Recoverable Cost |                   |                |                |
|---------|---|---------------|--------------------------------------|---------------------|------------------|---------------------------------|---|------------------|--------------------------------------|---------------------------------|-------------------|----------------|----------------|
|         |   |               |                                      |                     |                  | Benefit to Existing Development | Grants, Subsidies and Other Contributions Attributable to New Development |                  | Other (e.g. 10% Statutory Deduction) | Total                           | Residential Share | Industrial     | Non-Industrial |
|         | 2019 2028   |               |                                      |                     |                  |                                 |   |                  |                                      |                                 | 66%               | 18%            | 16%            |
| 40-0008 | Mobility Hub Transportation and Land Use Study (FIN-18-52)      | 2018-2022     | 101,746                              | -                   | 101,746          | 25,437                          |   | 76,310           | 2,289                                | 74,020                          | 48,853            | 13,166         | 12,001         |
| 40-0009 | Official Plan Review  | 2020          | 300,000                              | -                   | 300,000          | 150,000                         |   | 150,000          | 15,000                               | 135,000                         | 89,100            | 24,012         | 21,888         |
| 40-0029 | DC By-law Background Study                                      | 2023          | 100,000                              | -                   | 100,000          | -                               |   | 100,000          | -                                    | 100,000                         | 66,000            | 17,787         | 16,213         |
|         | Asset Management  | 2019-2028     | 200,000                              | -                   | 200,000          | 100,000                         |   | 100,000          | 10,000                               | 90,000                          | 59,400            | 16,008         | 14,592         |
| 40-0034 | Design Engineering Standards and Guideline Review               | 2020          | 210,000                              | -                   | 210,000          | 105,000                         |   | 105,000          | -                                    | 105,000                         | 69,300            | 18,676         | 17,024         |
|         | Animal Services Master Plan                                     |               | 150,000                              | -                   | 150,000          | 75,000                          |   | 75,000           | 7,500                                | 67,500                          | 44,550            | 12,006         | 10,944         |
|         |   |               |                                      |                     |                  |                                 |   |                  |                                      |                                 |                   |                |                |
|         |   |               |                                      |                     |                  |                                 |   |                  |                                      |                                 |                   |                |                |
|         | Reserve Fund Adjustment   |               |                                      |                     |                  |                                 |   | 399,138          |                                      | 399,138                         | 263,431           | 70,993         | 64,713         |
|         |   |               |                                      |                     |                  |                                 |   |                  |                                      |                                 |                   |                |                |
|         |   |               |                                      |                     |                  |                                 |   |                  |                                      |                                 |                   |                |                |
|         |   |               |                                      |                     |                  |                                 |   |                  |                                      |                                 |                   |                |                |
|         | <b>Total</b>  |               | <b>1,061,746</b>                     | <b>-</b>            | <b>1,061,746</b> | <b>455,437</b>                  | <b>-</b>  | <b>1,005,447</b> | <b>34,789</b>                        | <b>970,658</b>                  | <b>640,634</b>    | <b>172,648</b> | <b>157,376</b> |





- sidewalks on Regional roads and multi-use paths;
- traffic control and accessible pedestrian signals;
- rural road upgrades;
- streetlights on Regional roads;
- unfunded growth-related capital costs for the Consolidated Operations Depot;
- new North Depot;
- snow disposal dump;
- additional road maintenance vehicles; and
- studies.

The transportation needs arise, in part, for the City's Integrated Transportation Master Plan and the Active Transportation Master Plan. These studies formed the basis for the City's 2017 D.C. Update Study, however the program has been further updated to reflect the City's anticipated long-term needs, capital costs for completed projects, and revised capital cost estimates.

The capital needs are listed in four separate tables: roads and related; sidewalks and multi-use paths; traffic signals and streetlights; and road operations. The gross capital cost estimates for the anticipated Transportation capital needs total \$746.5 million. Approximately \$81.0 million in capital costs have been deducted as a post-period benefit reflecting the anticipated increase in needs for future development beyond the buildout forecast period.

\$73.0 million has been deducted from the growth-related capital costs attributed to development over the forecast period as the share benefiting existing development. Consistent with the City's prior D.C. practice, a deduction was made to recognize the benefit resulting from potential savings on future resurfacing work (e.g. asphalt overlay) that would be unnecessary, in the medium term, as a result of the construction program. Moreover, the higher deductions for the GO station projects have been maintained at 50%, and the Wilson Rd. S. has been updated to reflect existing population relative to the build-out forecast period projections (i.e. 71% benefit to existing).

Furthermore, \$105.7 million in grants, subsidies and other contributions were also deducted, recognizing the local service contributions under conditions of development agreements. The costs were further reduced by the uncommitted D.C. reserve fund balance for this service of \$9.3 million.



The net growth-related costs for Services Related to a Highway of \$477.4 million have been allocated between future residential and non-residential development on the basis of incremental population to employment growth over the forecast period (i.e. 71% residential and 29% non-residential). The non-residential share was further allocated between industrial (11%) and non-industrial (18%) development based on the share of incremental employment over the forecast period.

### **5.3.2 Fire Protection**

The City currently has 74,565 sq.ft. of floor space contained within six firehalls. The City also maintains 32 vehicles as well as equipment including bunker gear and radios. In total, the inventory of Fire Services assets provides an average level of service of \$301 per capita over the previous ten years. The historical level of investment in Fire Services provides for a maximum D.C. eligible amount over the forecast period of \$20.5 million.

In order to meet the needs of growth, the capital program includes the establishment of a seventh fire station with associated equipment and an additional vehicle as well as a new training facility. The gross cost of the capital program, including outstanding debt for previously constructed facilities (i.e. Stations 5 and 6), is \$19.1 million.

No deduction has been made for benefit to development beyond the forecast period; however, \$2.8 million has been deducted as the share benefiting existing development. A 10% deduction was applied to the new fire station, vehicles and equipment and a 25% deduction was made for the training facility.

The negative reserve fund balance of \$1.5 million was added to the growth costs resulting in a net D.C. recoverable amount of \$17.8 million for Fire Protection Services. These costs have been allocated between future residential and non-residential development on the basis of incremental population to employment growth over the forecast period (i.e. 71% residential and 29% non-residential). As with the Transportation service, the non-residential costs were further allocated between industrial and non-industrial development.



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

| Prj..No       | Increased Service Needs Attributable to Anticipated Development | Location   | Length (metres) | Type of Work                                | 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 | Industrial | Non-Industrial |  |  |  |  |  |  |  |  |  |  |
| 2019-Buildout |   |  |                 |   |               |                                      |                     |                  |                                 |   |                                 |                   |            |                |  |  |  |  |  |  |  |  |  |  |
| 73-0459       | First Avenue  | Simcoe Street South to Drew Street                     | 606             | Widen Collector Road                        | 2022          | 2,393,176                            | -                   | 2,393,176        | 1,196,588                       | -   | 1,196,588                       | 849,578           | 135,049    | 211,962        |  |  |  |  |  |  |  |  |  |  |
| 73-0459       | McNaughton Avenue   | Drew Street to Ritson Road South                       | 221             | Widen Collector Road                        | 2022          | 874,766                              | -                   | 874,766          | 437,383                         | -   | 437,383                         | 310,542           | 49,364     | 77,477         |  |  |  |  |  |  |  |  |  |  |
| 73-0467       | Wilson Road North   | Taunton Road East to Winchester Road East              | 4,228           | Widen Arterial Road/New Arterial Road       | 2031          | 20,384,230                           | -                   | 20,384,230       | 809,734                         | 6,358,178   | 13,216,318                      | 9,383,585         | 1,491,616  | 2,341,116      |  |  |  |  |  |  |  |  |  |  |
| 73-0468       |   | Bridle Road  | 3,162           | New Arterial Road                           | 2031          | 15,304,811                           | -                   | 15,304,811       | -                               | 11,821,002  | 3,483,809                       | 2,473,504         | 393,189    | 617,116        |  |  |  |  |  |  |  |  |  |  |
| 73-0469       | Beatrice Street West  | Thornton Road North to Simcoe Street North             | 2,476           | Widen Arterial Road                         | 2031          | 32,105,759                           | 32,105,759          | -                | -                               | -   | -                               | -                 | -          | -              |  |  |  |  |  |  |  |  |  |  |
| 73-0479       | Britannia Avenue West   | West City Limits to Windfields Farm Drive West         | 1,210           | New Arterial Road                           | 2024          | 20,780,812                           | -                   | 20,780,812       | -                               | 1,324,911   | 19,455,901                      | 13,813,690        | 2,195,826  | 3,446,385      |  |  |  |  |  |  |  |  |  |  |
| 73-0456       | Northwood Midblock Arterial (ArtC2)                             | West City Limits to Stevenson Road North               | 1,250           | New Arterial Road                           | 2024          | 11,149,594                           | -                   | 11,149,594       | -                               | -   | 11,149,594                      | 7,916,211         | 1,258,362  | 1,975,020      |  |  |  |  |  |  |  |  |  |  |
| 73-0470       | Windfields Hydro-Lands Collector                                | Windfields Farm Drive West to Winchester Road West     | 330             | New Arterial Road                           | 2024          | 2,874,739                            | -                   | 2,874,739        | 100,000                         | -   | 2,774,739                       | 1,970,064         | 313,162    | 491,512        |  |  |  |  |  |  |  |  |  |  |
|               | North Columbus Midblock Arterial (ArtC6)                        | Thornton Road North to Ritson Road North               | 3,289           | New Arterial Road                           | 2028-2031     | 30,832,786                           | -                   | 30,832,786       | -                               | 5,723,234   | 25,109,553                      | 17,827,782        | 2,833,907  | 4,447,864      |  |  |  |  |  |  |  |  |  |  |
|               | South Columbus Midblock Arterial (ArtC5)                        | West City Limits to Ritson Road North                  | 3,456           | New Arterial Road                           | 2028-2031     | 21,231,129                           | -                   | 21,231,129       | -                               | 9,286,609   | 11,944,520                      | 8,480,609         | 1,348,079  | 2,115,832      |  |  |  |  |  |  |  |  |  |  |
|               | North Kedron Arterial Road (ArtC3)                              | Ritson Road North to Grandview Street North            | 2,515           | New Arterial Road                           |               | 19,057,790                           | -                   | 19,057,790       | -                               | 11,192,848  | 7,864,942                       | 5,584,109         | 887,651    | 1,393,182      |  |  |  |  |  |  |  |  |  |  |
|               | Northeast Kedron Collector Road                                 | Grandview Street North to Britannia Avenue East        | 900             | New Collector Road                          |               | 4,158,037                            | -                   | 4,158,037        | -                               | 3,719,358   | 438,679                         | 311,462           | 49,510     | 77,707         |  |  |  |  |  |  |  |  |  |  |
|               | East Kedron Collector Road                                      | Conlin Road East to North Kedron Arterial Road (ArtC3) | 1,504           | New Collector Road                          |               | 6,907,148                            | -                   | 6,907,148        | -                               | 6,177,927   | 729,221                         | 517,747           | 82,301     | 129,173        |  |  |  |  |  |  |  |  |  |  |
|               | West Kedron Collector Road                                      | Conlin Road East to North Kedron Arterial Road (ArtC3) | 1,569           | New Collector Road                          |               | 8,620,203                            | -                   | 8,620,203        | -                               | 7,854,621   | 765,583                         | 543,564           | 86,405     | 135,614        |  |  |  |  |  |  |  |  |  |  |
|               | Glenborne Drive   | 92m East of Benson St to 101m North of Meath Drive     | 211             | New Collector Road                          |               | 974,817                              | -                   | 974,817          | -                               | 871,901   | 102,916                         | 73,070            | 11,615     | 18,230         |  |  |  |  |  |  |  |  |  |  |
| 73-0471       | Grandview Street North  | Conlin Road East to Winchester Road East               | 2,349           | New Arterial Road                           | 2028          | 11,590,607                           | -                   | 11,590,607       | -                               | 6,332,251   | 5,258,356                       | 3,733,433         | 593,467    | 931,456        |  |  |  |  |  |  |  |  |  |  |
|               | Grand Ridge Avenue  | Wilson Road North to 115m East of Clearbrook Dr        | 441             | New Collector Road                          |               | 2,487,289                            | -                   | 2,487,289        | -                               | 929,556   | 1,557,732                       | 1,105,990         | 175,808    | 275,934        |  |  |  |  |  |  |  |  |  |  |
|               | Towline Road North  | Conlin Road East to Columbus Road East                 | 4,067           | Widen Arterial Road/New Arterial Road       | 2031          | 44,502,995                           | 38,609,346          | 5,893,650        | 98,580                          | 473,906   | 5,321,164                       | 3,778,027         | 600,556    | 942,582        |  |  |  |  |  |  |  |  |  |  |
| 73-0473       | Towline Road South  | Cherrydown Drive to Olive Avenue                       | 512             | New Arterial Road                           | 2031          | 16,989,599                           | -                   | 16,989,599       | 30,696                          | -   | 16,989,903                      | 12,040,821        | 1,914,011  | 3,004,071      |  |  |  |  |  |  |  |  |  |  |
|               | Clearbrook Drive  | Future Grand Ridge Avenue to Taunton Road East         | 317             | New Collector Road                          |               | 1,465,457                            | -                   | 1,465,457        | -                               | 1,310,742   | 154,715                         | 109,848           | 17,461     | 27,406         |  |  |  |  |  |  |  |  |  |  |
| 73-0466       | Beatrice Street East  | Simcoe Street North to Towline Road North              | 4,428           | Widen Arterial Road/New Arterial Connection | 2031          | 43,199,946                           | -                   | 43,199,946       | 2,199,471                       | -   | 41,000,475                      | 29,110,337        | 4,627,383  | 7,262,754      |  |  |  |  |  |  |  |  |  |  |
|               | Britannia Avenue East   | Ritson Road North to Towline Road North                | 3,745           | New Arterial Road                           |               | 25,403,265                           | -                   | 25,403,265       | -                               | 16,655,881  | 8,747,384                       | 6,210,643         | 987,245    | 1,549,497      |  |  |  |  |  |  |  |  |  |  |
| 73-0457       | Columbus Road East  | Simcoe Street North to Harmony Road North              | 3,294           | Widen Arterial Road/LCB to HCB Upgrade      | 2024          | 17,006,049                           | -                   | 17,006,049       | 1,827,977                       | -   | 15,178,071                      | 10,776,431        | 1,713,023  | 2,688,618      |  |  |  |  |  |  |  |  |  |  |
|               | John Street/Eulalie Avenue Connection                           | Court St to Huron Street                               | 342             | New Arterial Road                           |               | 1,622,275                            | -                   | 1,622,275        | -                               | 1,437,121   | 185,154                         | 131,460           | 20,897     | 32,798         |  |  |  |  |  |  |  |  |  |  |
| 73-0464       | Harbour Road  | Farewell Street to East Limits                         | 387             | New Collector Road                          | 2019          | 2,769,810                            | -                   | 2,769,810        | -                               | 1,384,905   | 1,384,905                       | 983,283           | 156,303    | 245,320        |  |  |  |  |  |  |  |  |  |  |
| 73-0458       | Simcoe Street South   | South Limits to Harbour Road                           | 990             | Widen Arterial Road                         | 2031          | 6,891,161                            | -                   | 6,891,161        | 621,812                         | -   | 6,269,349                       | 4,451,237         | 707,569    | 1,110,542      |  |  |  |  |  |  |  |  |  |  |
| 73-0457       | Columbus Road West  | West City Limits to Simcoe Street North                | 2,110           | Widen Arterial Road                         | 2024          | 15,902,785                           | -                   | 15,902,785       | 1,446,832                       | -   | 14,455,953                      | 10,263,727        | 1,631,523  | 2,560,703      |  |  |  |  |  |  |  |  |  |  |
| 73-0452       | Conlin Road West  | West City Limits to Stevenson Road North               | 1,211           | Widen Arterial Road                         | 2022          | 14,962,392                           | -                   | 14,962,392       | 1,496,239                       | -   | 13,466,153                      | 9,560,968         | 1,519,813  | 2,385,371      |  |  |  |  |  |  |  |  |  |  |
| 73-0465       | Mary Street North   | William Street East to Agnes Street                    | 386             | Widen Arterial Road                         | 2031          | 5,109,995                            | -                   | 5,109,995        | 487,854                         | -   | 4,622,142                       | 3,281,721         | 521,663    | 818,758        |  |  |  |  |  |  |  |  |  |  |
| 73-0456       | Stevenson Road North  | Rossland Road West to Conlin Road West                 | 4,069           | Widen Arterial Road/New Arterial Connection | 2024          | 18,443,182                           | 10,319,429          | 8,123,753        | 676,971                         | -   | 7,446,782                       | 5,287,215         | 840,456    | 1,319,110      |  |  |  |  |  |  |  |  |  |  |
|               | West Columbus Arterial Road                                     | North of Highway 407 to Howden Road West               | 3,634           | New Arterial Road                           | 2028          | 19,761,757                           | -                   | 19,761,757       | -                               | 12,830,985  | 6,930,773                       | 4,920,849         | 782,219    | 1,227,705      |  |  |  |  |  |  |  |  |  |  |
| 73-0459       | Albert Street   | Bloor Street East to Olive Avenue                      | 964             | Widen Collector Road                        | 2022          | 3,806,439                            | -                   | 3,806,439        | 1,903,219                       | -   | 1,903,219                       | 1,351,286         | 214,801    | 337,133        |  |  |  |  |  |  |  |  |  |  |
| 73-0459       | Drew Street   | Toronto Avenue to First Avenue/McNaughton Avenue       | 187             | Widen Collector Road                        | 2022          | 736,635                              | -                   | 736,635          | 368,317                         | -   | 368,317                         | 261,505           | 41,569     | 65,243         |  |  |  |  |  |  |  |  |  |  |
| 73-0461       | Thornton Road North   | Taunton Road West to Howden Road West                  | 8,015           | Widen Arterial Road/LCB to HCB Upgrade      | 2031          | 64,001,897                           | -                   | 64,001,897       | 4,938,714                       | -   | 59,063,183                      | 41,934,860        | 6,665,971  | 10,462,352     |  |  |  |  |  |  |  |  |  |  |
| 73-0460       | Ritson Road North   | Winchester Road East to Raglan Road East               | 6,030           | Widen Arterial Road/LCB to HCB Upgrade      | 2024-2031     | 31,916,044                           | -                   | 31,916,044       | 3,406,011                       | -   | 28,510,033                      | 20,242,124        | 3,217,691  | 5,050,219      |  |  |  |  |  |  |  |  |  |  |
| 73-0463       | Wilson Road South   | Raleigh Avenue to Bloor Street East                    | 506             | Widen Arterial Road                         | 2031          | 16,894,820                           | -                   | 16,894,820       | 12,009,388                      | -   | 4,885,431                       | 3,468,656         | 551,378    | 865,397        |  |  |  |  |  |  |  |  |  |  |



## Infrastructure Costs Covered in the D.C. Calculation – Roads (cont'd)

| Prj..No   | Increased Service Needs Attributable to Anticipated Development | Location                                      | Length (metres) | Type of Work                               | 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 71% | Industrial 11%    | Non-Industrial 18% |
| 73-0453<br>73-0454<br>73-0455<br>73-0480  | 2019-Buildout<br>Conlin Road East                               | Simcoe Street North to Townline Road North    | 4,922           | Widen Arterial Road                        | 2019-2028     | 31,470,339                           |                     | 31,470,339         | 3,030,175                       | -   | 28,440,163                      | 20,192,516            | 3,209,805         | 5,037,842          |
| 73-0463   | Townline Road North Intersection Improvements                   | At Coldstream Drive and Woodstream Avenue     |                 | Intersection Improvement                   | 2024          | 1,000,000                            |                     | 1,000,000          | 100,000                         | -   | 900,000                         | 639,000               | 101,576           | 159,424            |
| 73-0474   | Howden Road   | West City Limits to Townline Road North       | 7,047           | New Arterial Connection/LCB to HCB Upgrade | 2031          | 23,521,144                           |                     | 23,521,144         | 3,171,205                       | -   | 20,349,939                      | 14,448,457            | 2,296,729         | 3,604,754          |
| 73-0475   | Raglan Road East  | Simcoe Street North to Townline Road North    | 4,865           | LCB to HCB Upgrade                         | 2031          | 15,590,810                           |                     | 15,590,810         | 2,338,621                       | -   | 13,252,188                      | 9,409,054             | 1,495,664         | 2,347,470          |
| 73-0476   | Winchester Road East  | Grandview Street North to Townline Road North | 531             | LCB to HCB Upgrade                         | 2026          | 1,702,384                            |                     | 1,702,384          | 255,358                         | -   | 1,447,026                       | 1,027,389             | 163,314           | 256,324            |
|   | King/Bond Corridor Study & Improvements                         | City Wide                                     |                 |  |               | 4,422,029                            |                     | 4,422,029          | -                               | -   | 4,422,029                       | 3,139,641             | 499,078           | 783,311            |
|   | GO Mobility Hub Future Identified Projects                      | Surrounding Future GO Transit Station B2      |                 |  | 2022-2026     | 10,000,000                           |                     | 10,000,000         | 5,000,000                       | -   | 5,000,000                       | 3,550,000             | 564,308           | 885,692            |
| 74-0041<br>74-0043<br>74-0047<br>74-0049<br>74-0051<br>74-0085<br>74-0107<br>74-0121<br>74-0144 | Arterial Road Resurfacing                                       | City Wide                                     |                 | Arterial Road Resurfacing                  | 2019-2031     | 15,245,949                           |                     | 15,245,949         | 13,721,354                      | -   | 1,524,595                       | 1,082,462             | 172,068           | 270,064            |
| 75-0104   | Geodetic Control Survey Monuments                               | City Wide                                     |                 | Network Expansion                          | 2019-2031     | 455,000                              |                     | 455,000            | -                               | -   | 455,000                         | 323,050               | 51,352            | 80,598             |
| 40-0040   | Grade Separation Study  |   |                 | Study                                      | 2021          | 60,000                               |                     | 60,000             | -                               | -   | 60,000                          | 42,600                | 6,772             | 10,628             |
| 40-0043   | Transportation Master Plan Update (5 Year Interval)             |   |                 | Study                                      | 2020          | 650,000                              |                     | 650,000            | 162,500                         | -   | 487,500                         | 346,125               | 55,020            | 86,355             |
| 40-0043   | Transportation Master Plan Update (5 Year Interval)             |   |                 | Study                                      | 2025          | 300,000                              |                     | 300,000            | 75,000                          | -   | 225,000                         | 159,750               | 25,394            | 39,856             |
|   | City Wide - Misc Land   | City Wide                                     |                 |  |               | 1,381,884                            |                     | 1,381,884          |                                 | -   | 1,381,884                       | 981,138               | 155,962           | 244,785            |
|   | City Wide - Misc Design & Engineering costs                     | City Wide                                     |                 |  |               | 552,754                              |                     | 552,754            |                                 | -   | 552,754                         | 392,455               | 62,385            | 97,914             |
|   | Reserve Fund Adjustment   |   |                 |  |               |                                      |                     |                    |                                 |   | (7,697,211)                     | (5,465,020)           | (868,720)         | (1,363,471)        |
|   | <b>Total</b>  |   |                 |  |               | <b>669,466,487</b>                   | <b>81,034,533</b>   | <b>588,431,954</b> | <b>61,910,001</b>               | <b>105,685,934</b>  | <b>413,138,807</b>              | <b>293,328,553</b>    | <b>46,627,548</b> | <b>73,182,707</b>  |



Table 6-1  
Municipal-Wide Services D.C. Calculation  
2019 - Buildout

| SERVICE   | 2019\$ D.C. Eligible Cost |                     |                   |                   | 2019\$ D.C. Eligible Cost |                       |                           |
|---|---------------------------|---------------------|-------------------|-------------------|---------------------------|-----------------------|---------------------------|
|   | Residential               | All Non Residential | Industrial        | Non Industrial    | S.D.U.                    | Industrial per sq.ft. | Non-Industrial per sq.ft. |
|   | \$                        | \$                  | \$                | \$                | \$                        | \$                    | \$                        |
| 1. Transportation                                   |                           |                     |                   |                   |                           |                       |                           |
| 1.1 Roads and Related                               | 293,328,553               |                     | 46,627,548        | 73,182,707        | 12,376                    | 3.54                  | 9.32                      |
| 1.2 Sidewalks and Multi-Use Paths                   | 13,956,277                |                     | 2,218,492         | 3,481,959         | 589                       | 0.17                  | 0.44                      |
| 1.3 Traffic Signals and Streetlights                | 13,172,143                |                     | 2,093,846         | 3,286,326         | 556                       | 0.16                  | 0.42                      |
| 1.4 Roads Operations                                | 18,491,935                |                     | 2,939,481         | 4,613,563         | 780                       | 0.22                  | 0.59                      |
| 2. Fire Protection                                  | 12,636,520                |                     | 2,008,703         | 3,152,692         | 533                       | 0.15                  | 0.40                      |
| <b>TOTAL</b>  | <b>351,585,428</b>        | <b>-</b>            | <b>55,888,068</b> | <b>87,717,247</b> | <b>14,834</b>             | <b>4.24</b>           | <b>11.17</b>              |
| D.C.-Eligible Capital Cost                          | \$351,585,428             | -                   | \$55,888,068      | \$87,717,247      |                           |                       |                           |
| Buildout Gross Population/GFA Growth (sq.ft.)       | 75,084                    | 21,030,200          | 13,179,600        | 7,850,600         |                           |                       |                           |
| <b>Cost Per Capita/Non-Residential GFA (sq.ft.)</b> | <b>\$4,682.56</b>         | <b>\$0.00</b>       | <b>\$4.24</b>     | <b>\$11.17</b>    |                           |                       |                           |
| <b>By Residential Unit Type</b>                     | <b>P.P.U.</b>             |                     |                   |                   |                           |                       |                           |
| Single and Semi-Detached Dwelling                   | 3.168                     | \$14,834            |                   |                   |                           |                       |                           |
| Apartments - 2 Bedrooms +                           | 1.994                     | \$9,337             |                   |                   |                           |                       |                           |
| Apartments - Bachelor and 1 Bedroom                 | 1.224                     | \$5,731             |                   |                   |                           |                       |                           |
| Townhouse Dwelling                                  | 2.552                     | \$11,950            |                   |                   |                           |                       |                           |
| Lodging House (per unit)                            | 1.100                     | \$5,151             |                   |                   |                           |                       |                           |



Table 6-2  
Municipal-Wide Services D.C. Calculation  
2019-2028

| SERVICE   | 2019\$ D.C. Eligible Cost |                     |                  |                  | 2019\$ D.C. Eligible Cost |                       |                           |
|---|---------------------------|---------------------|------------------|------------------|---------------------------|-----------------------|---------------------------|
|   | Residential               | All Non Residential | Industrial       | Non Industrial   | S.D.U.                    | Industrial per sq.ft. | Non-Industrial per sq.ft. |
| 3 Watercourse Improvements                          | \$ 9,745,959              | \$                  | \$ 3,521,643     | \$ 1,398,598     | \$ 1,004                  | \$ 0.40               | 0.44                      |
| 4 Parks, Recreation and Trails                      | 77,520,363                | 4,080,019           |                  |                  | 7,982                     | 0.35                  | 0.35                      |
| 5 Library Services                                  | 3,236,480                 | 170,341             |                  |                  | 333                       | 0.01                  | 0.01                      |
| 6 Admini Studies                                    | 640,634                   |                     | 172,648          | 157,376          | 66                        | 0.02                  | 0.05                      |
| 7 Parking   | 155,925                   |                     | 42,021           | 38,304           | 16                        | -                     | 0.01                      |
| 8 Waste Diversion                                   | 144,788                   |                     | 39,020           | 35,568           | 15                        | -                     | 0.01                      |
| <b>TOTAL</b>  | <b>91,444,150</b>         | <b>4,250,360</b>    | <b>3,775,332</b> | <b>1,629,846</b> | <b>9,416</b>              | <b>0.78</b>           | <b>0.87</b>               |
| D.C.-Eligible Capital Cost                          | \$91,444,150              | \$4,250,360         | \$3,775,332      | \$1,629,846      |                           |                       |                           |
| 10-Year Gross Population/GFA Growth (sq.ft.)        | 30,766                    | 11,870,100          | 8,682,000        | 3,188,100        |                           |                       |                           |
| <b>Cost Per Capita/Non-Residential GFA (sq.ft.)</b> | <b>\$2,972.25</b>         | <b>\$0.36</b>       | <b>\$0.43</b>    | <b>\$0.51</b>    |                           |                       |                           |
| <b>By Residential Unit Type</b>                     | <b>P.P.U.</b>             |                     |                  |                  |                           |                       |                           |
| Single and Semi-Detached Dwelling                   | 3.168                     | \$9,416             |                  |                  |                           |                       |                           |
| Apartments - 2 Bedrooms +                           | 1.994                     | \$5,927             |                  |                  |                           |                       |                           |
| Apartments - Bachelor and 1 Bedroom                 | 1.224                     | \$3,638             |                  |                  |                           |                       |                           |
| Townhouse Dwelling                                  | 2.552                     | \$7,585             |                  |                  |                           |                       |                           |
| Lodging House (per unit)                            | 1.100                     | \$3,269             |                  |                  |                           |                       |                           |



Table 6-3  
D.C. Calculated Schedule of Charges

| Service                              | RESIDENTIAL PER DWELLING UNIT           |                           |                            |   |                       |                             | NON RESIDENTIAL<br>(per sq.m. of G.F.A) |                              |
|--------------------------------------|---|---------------------------|----------------------------|---|-----------------------|-----------------------------|---|------------------------------|
|                                      | Single and<br>Semi Detached<br>Dwelling | Duplex (for two<br>units) | Apartments 2<br>Bedrooms + | Apartments<br>Bachelor and 1<br>Bedroom | Townhouse<br>Dwelling | Lodging House<br>(per unit) | Industrial                              | Commercial/<br>Institutional |
| <b>Municipal Wide Services:</b>      |   |                           |                            |   |                       |                             |   |                              |
| Transportation                       | \$14,301                                | \$18,002                  | \$9,001                    | \$5,525                                 | \$11,520              | \$4,966                     | \$44.02                                 | \$115.93                     |
| Fire Protection                      | \$533                                   | \$670                     | \$335                      | \$206                                   | \$429                 | \$185                       | \$1.61                                  | \$4.31                       |
| Watercourse Improvements             | \$1,004                                 | \$1,264                   | \$632                      | \$388                                   | \$809                 | \$349                       | \$4.31                                  | \$4.74                       |
| Parks, Recreation and Trails         | \$7,982                                 | \$10,048                  | \$5,024                    | \$3,084                                 | \$6,430               | \$2,772                     | \$3.77                                  | \$3.77                       |
| Library Services                     | \$333                                   | \$420                     | \$210                      | \$129                                   | \$268                 | \$116                       | \$0.11                                  | \$0.11                       |
| Administration                       | \$66                                    | \$84                      | \$42                       | \$26                                    | \$53                  | \$23                        | \$0.22                                  | \$0.54                       |
| Parking                              | \$16                                    | \$20                      | \$10                       | \$6                                     | \$13                  | \$6                         | \$0.00                                  | \$0.11                       |
| Waste Diversion                      | \$15                                    | \$18                      | \$9                        | \$6                                     | \$12                  | \$5                         | \$0.00                                  | \$0.11                       |
| <b>Total Municipal Wide Services</b> | <b>\$24,250</b>                         | <b>\$30,526</b>           | <b>\$15,263</b>            | <b>\$9,370</b>                          | <b>\$19,534</b>       | <b>\$8,422</b>              | <b>\$54.04</b>                          | <b>\$129.60</b>              |



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**

The City's current exemption policy, as summarized in Chapter 2, has been revised as follows:

- The exemption for block townhouses and apartments in designated areas near Durham College and the University of Ontario Institute of Technology has been removed. A grandfathering provision will be made for the development of 1569 Simcoe Street North that will allow for a three-year extension of the existing exemption policy.
- Small scale infill development such as the creation of a new duplex or triplex building, where permitted under the City's zoning by-law, will be subject to the single detached charge.

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

The proposed D.C. By-law will come into effect on July 1, 2019. Where all requirements for the issuance of a building permit have been satisfied prior to by-law passage, applicants may prepay development charges at the rate in force prior to by-law passage. The City is further considering transition policies that will be addressed separately.

### **7.3.5 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 City and an owner agreement under s.27 of the D.C.A., 1997.





### **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**

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**It is recommended that Council:**

“Approve the capital project listing set out in Chapter 5 of the D.C. Background Study dated April 10, 2019 (as amended), subject to further annual review during the capital budget process;”

“Approve the D.C. Background Study dated April 10, 2019 (as amended)”

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

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



# Appendix B

## Proposed By-law



## **By-law xx-2019 of The Corporation of the City of Oshawa**

Whereas:

1. The Corporation of the City of Oshawa currently has and will continue to experience growth through development;
2. Development requires the provision of physical infrastructure and other services by the City;
3. The Development Charges Act, 1997, S.O. 1997, c. 27 (the “Act”) authorizes the Council of a municipality to pass by laws for the imposition of development charges against land;
4. Council desires to ensure that the capital cost of meeting development related demands for, or the burden on, City services does not place an undue financial burden on the City or its taxpayers and that new development contributes no more than the net capital cost attributable to providing the historic level of services and meeting the requirements of s. 5(1) of the Act;
5. The City has undertaken a study of, among other matters, the matters set out in s. 10 of the Act and s. 8 of O. Reg. 82/98, including services, service levels, expected development, development related facilities and the costs thereof;
6. At its meeting on March 18, 2019, Council directed that a public meeting pursuant to s. 12 of the Act be held;
7. The “City of Oshawa 2019 Development Charge Background Study” dated April 10, 2019 (as amended) prepared by Watson and Associates Economists Ltd. and the proposed development charge by-law were posted to the City’s website at least sixty days prior to the passage of the development charges bylaw, made available to the public at least two weeks prior to the public meeting and Council gave at least twenty days’ notice to the public in accordance with s. 12 of O. Reg. 82/98;
8. A public meeting pursuant to s. 12 of the Act was held on May 2, 2019, and Council heard and received comments and representations from all persons who requested to be heard;

Now therefore the Council of The Corporation of the City of Oshawa hereby enacts as follows:



## 1. Interpretation

- 1.1 In this By law, where words appear with their first letter capitalized, the words are intended to have the meanings set out for them in the lettered paragraphs of this Section:
- (a) “Accessory”, in reference to the use of a building or structure means that the building or structure is naturally and normally incidental to or subordinate in purpose or both, and is exclusively devoted to a principal use, building or structure;
  - (b) “Act” means the Development Charges Act, 1997, S.O. 1997, c. 27;
  - (c) “Agricultural”, in reference to use, means land, buildings or structures used, designed or intended to be used solely for an “agricultural operation” as that term is defined in section 1 of the Farming and Food Production Protection Act, 1998, S.O. 1998, c. 1;
  - (d) “Apartment Dwelling Unit” means any Dwelling Unit which is not a Single Detached Dwelling, a Semi-Detached Dwelling, a Dwelling Unit within a Townhouse, or either of the two Dwelling Units comprising a Duplex and includes a Stacked Townhouse unit;
  - (e) “Back-to-Back Townhouse” means each of two Townhouses that shares a common rear wall with the other for at least 50% of its width;
  - (f) “Bed and Breakfast Establishment” means a Single Detached Dwelling in which not more than three (3) Bedrooms are made available for the temporary accommodation of travellers, to whom meals may be furnished, but does not include a Hotel or a Lodging House;
  - (g) “Bedroom” means a habitable room used or capable of use for sleeping accommodation, including a den, study or other similar area, but excluding a living room, dining room, kitchen, family room, utility room, recreational room, bathroom, sunroom or porch;
  - (h) “Board of Education” has the same meaning as the term “board” defined in the Education Act;
  - (i) “Building Code Act” means the Building Code Act, 1992, S.O. 1992, c. 23;
  - (j) “By-law” means this By-law, including its recitals and schedules and all



future amendments including successor By-laws;

- (k) “City” means The Corporation of the City of Oshawa;
- (l) “Capital Levy” means a City fee or charge levied or required to be paid prior to November 22, 1991 as a result of development approval, including land division, for arterial and collector roads, recreation and parks facilities and watercourse improvements, but excluding payments collected by the City in consideration of “best efforts” clauses or other agreements to collect and remit monies in partial or full payment for front-ending the payment for the installation of City services or facilities;
- (m) “Commercial”, in reference to use, means land, buildings or structures of any kind whatsoever used, designed or intended to be used for a Non-Residential use other than an Agricultural use or an Industrial use;
- (n) “Correctional Group Home” means a Group Home containing one or more persons who have been placed on probation, released on parole, admitted for correctional purposes, or found to be not criminally responsible for a crime by virtue of mental incapacity;
- (o) “Crisis Care Residence” means an establishment that provides a means of immediate, temporary accommodation and assistance for a short-term period, which is generally less than one week for the majority of the residents and includes a hostel;
- (p) “Development” means:
  - i) any activity or proposed activity in respect of land that requires one or more of the actions referred to in section 2.3 of this By law;
  - ii) the redevelopment of land; or
  - iii) the redevelopment, expansion, extension or alteration, or any two or more of them, of a use, building or structure;
- (q) “Development Charge” means a charge imposed by this By-law;
- (r) “Duplex” means the whole of a building, which was not originally constructed as a Single Detached Dwelling, that consists of two Dwelling Units, one of which has at least 50% of its Gross Floor Area located wholly or partially above the other and each of which has an independent entrance either directly from the outside or through a common vestibule or hallway;



- (s) “Dwelling Unit” means a room or a series of rooms containing toilet and culinary facilities designed for Residential use as a single housekeeping establishment;
- (t) “Education Act” means the Education Act, R.S.O. 1990, c. E.2;
- (u) “Gross Floor Area” means:
- i) for a Residential Development, the total floor area, measured between the outside of exterior walls or between the outside of exterior walls and the centre line of Party Walls dividing the building from another building, of all floors above the average level of finished ground adjoining the building at its exterior walls; and
  - ii) for a Non-Residential Development, the total floor area of all floors, whether above or below grade, measured between the outside of exterior walls, or between the outside of exterior walls and the centre line of Party Walls and, without limitation, includes
    - (A) cellars
    - (B) basements
    - (C) corridors
    - (D) lobbies
    - (E) half-storeys
    - (F) mezzanines and
    - (G) areas occupied by interior walls or partitions
- but does not include
- (A) elevator shafts
  - (B) stairwells
  - (C) roof areas
  - (D) crawl spaces
  - (E) indoor refuse storage or collection areas
  - (F) mechanical or electrical rooms or
  - (G) areas used for parking or loading, whether in the main building or an Accessory building.
- (v) “Group Home” means a Dwelling Unit housing three (3) to ten (10) persons, exclusive of staff, who, by reason of their emotional, mental, social or physical condition or legal status require a group living arrangement for their well-being, and who live under responsible supervision, with the group home licensed or approved for funding under Provincial statutes;



- (w) “Hospital” has the same meaning as the term, “hospital”, defined in section 1 of the Public Hospitals Act, R.S.O. 1990, c. P.40;
- (x) “Hotel” means a building or part of a building or group of buildings mainly used for the purpose of catering to the needs of the travelling public by furnishing sleeping accommodation and includes a motel or motor hotel but does not include a Bed and Breakfast Establishment or a Lodging House;
- (aa) “Industrial”, in reference to use, means land, buildings or structures of any kind whatsoever or any portion thereof, used, designed or intended to be used for or in connection with,
  - i) manufacturing, producing, processing, storing or distributing something,
  - ii) research or development in connection with manufacturing, producing or processing something,
  - iii) 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,
  - iv) office or administrative purposes, if they are,
    - (A) carried out with respect to manufacturing, producing, processing, storage or distributing of something, and
    - (B) in or attached to the building or structure used for that manufacturing, producing, processing, storage or distribution;
- (bb) “Local Board” has the same meaning as the term, “local board”, defined in the Act;
- (cc) “Lodging House” means a building or part of a building, containing no fewer than three Lodging Units, which does not appear to function as a Dwelling Unit, although one may be included with the Lodging Units. It includes, without limitation, a rooming house and a boarding house, a fraternity house, a sorority house, a student residence and an apartment hotel. It does not include a Hotel, a Crisis Care Residence, a Group Home, a Correctional Group Home, a Bed and Breakfast Establishment, a Nursing Home or a Retirement Residence.
- (dd) “Lodging Unit” means one or more rooms within a building used or designed to be used for sleeping accommodations, each of which may contain cooking or washroom facilities, but not both.
- (ee) “Lot” means a parcel of land which is:



- i) shown as a lot or block on a registered plan of subdivision; or
  - ii) described in a single transfer/deed of land of legal effect registered in the Land Registry Office or the Land Titles Office for the Land Registry Division of Durham;
- (ff) “Medical Clinic” means that a building or part of a building in which no less than one thousand four hundred and eighty-six square metres (1,486 m<sup>2</sup>) of Gross Floor Area is used by physicians, surgeons, dentists, drugless practitioners or any other health care professionals, their staff and their patients, for the purpose of consultation, diagnosis or treatment of humans and may include medical laboratories or an ancillary pharmacy;
- (gg) “Non-profit Institution” means
- i) a “registered charity” as defined in subsection 248(1) of the Income Tax Act, R.S.C. 1985, c. 1 (5th Supp.), as amended;
  - ii) a corporation that is a non-profit organization for the purposes of paragraph 57(1)(b) of the Corporations Tax Act, R.S.O. 1990, c. C.40; or
  - iii) a “place of worship” that is used primarily for worship and is exempt from taxation as a place of worship under the Assessment Act;
- (hh) “Non-Residential” in reference to use, means land, buildings or structures of any kind whatsoever used, designed or intended to be used for other than a Residential use.
- (ii) “Nursing Home” has the same meaning as the term, “nursing home”, defined in subsection 1(1) of the Nursing Homes Act, R.S.O. 1990, c. N.7;
- (jj) “Office” means a building or part of a building in which one or more persons are employed in the management, direction and conducting of a business, agency, brokerage or a labour or fraternal organization or in which professionally qualified persons and their staff provide services to clients or patients but does not include any part of a building in which goods, wares, merchandise, foodstuffs or farm produce or other substances, articles or things are displayed, stored, or offered for wholesale or retail sale or rental;
- (kk) “Oshawa” means the geographical area under the jurisdiction of the City;
- (ll) “Owner” means the legal or equitable owner of land;
- (mm) “Party Wall” means a wall jointly owned and used by two parties under an





easement agreement or by right in law and erected at or upon a line separating two parcels of land each of which may be lawfully transferred or conveyed in accordance with the provisions of the Planning Act;

- (nn) “Planning Act” means the Planning Act, R.S.O. 1990, c. P.13;
- (oo) “Residential” in reference to use, means land, buildings or structures of any kind whatsoever or any portion thereof, used, designed or intended to be used for one or more individuals as living accommodations or combined live/work accommodations;
- (pp) “Retirement Residence” means a residential building or the residential portion of a mixed-use building which provides accommodation for persons of retirement age, where common facilities for the preparation and consumption of food are provided for the residents of the building, and where each unit or living accommodation has separate sanitary facilities, less than full culinary facilities and a separate entrance from a common hall;
- (qq) “Retirement Residence Unit” means a unit within a Retirement Residence;
- (rr) “Semi-Detached Dwelling” means a Residential building originally constructed so as to consist entirely of two Dwelling Units, attached by vertical walls, each having a separate entrance from the exterior;
- (ss) “Single Detached Dwelling” means a Residential building which is separate and detached from other buildings or structures and which contains only a Dwelling Unit but does not include a mobile home;
- (tt) “Stacked Townhouse” means each of two (2) Townhouses that is attached horizontally to the other Townhouse, two (2) Townhouses high;
- (uu) “Street Townhouse Building” means a Townhouse for which each Dwelling Unit within the Townhouse abuts and has its own driveway access to an improved street.
- (vv) “Temporary” in reference to use, means land, buildings or structures of any kind whatsoever or any portion thereof, used, designed or intended to be used for a period not exceeding three (3) years; and
- (ww) “Townhouse” means a building divided vertically into at least three Dwelling Units, attached by common walls at least six metres (6.0m) in length and at least one storey in height, in addition to any basement, with each Dwelling Unit having a separate entrance from the outside other than a Stacked Townhouse.



(xx) “Triplex” means a building containing 3 Apartment Dwelling Units.

- 1.2 The captions, article and sections names and numbers appearing in this By-law are for convenience of reference only and have no effect on its interpretation. This By-law is to be read with all changes of gender and number required by the context.
- 1.3 If any section, subsection, paragraph, clause, sub-clause, item or any of the words contained in this By-law are held wholly or partially illegal, invalid or unenforceable by any court or tribunal of competent jurisdiction, the remainder of this By-law shall not be affected by the judicial holding, but shall remain in full force and effect.
- 1.4 Each reference to Provincial legislation in this By-law is a reference to the most current version of that Provincial legislation and, in every case, includes all applicable amendments to the legislation, including successor legislation.

## **2. Application**

- 2.1 This By-law applies to all land within Oshawa unless specifically exempted by this By-law or by statute or regulation.
- 2.2 All Development in Oshawa, unless expressly excluded or exempted in this By-law, is deemed to increase the need for the services set out in Schedule “A” to this By-law.
- 2.3 Subject to the provisions of this By-law, Development Charges shall be imposed against all Development which requires any of the following:
  - (a) the passing of a zoning by-law, or 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 which involves a change in use, intensification of use or expansion of use;
  - (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) the approval of a description under section 9 of the Condominium Act, 1998, S.O. 1998, c. 19; or
  - (g) the issuing of a permit under the Building Code Act in relation to a building or structure.



- 2.4 No Development Charge shall be imposed where the only effect of an action mentioned in section 2.3 of this By-law is to permit the
- (a) enlargement of an existing Dwelling Unit;
  - (b) creation or enlargement of an Accessory building for a lawful Residential use;
  - (c) creation of one or two additional Dwelling Units within an existing Single Detached Dwelling; or
  - (d) the creation of one additional Dwelling Unit in any other existing Residential building where the total Gross Floor Area of the additional Dwelling Unit is equal to or less than the Gross Floor Area of the smallest Dwelling Unit contained within the Residential building.
- 2.5 No Development Charge shall be imposed with respect to any Development:
- (a) on lands designated under federal law as land reserved for the exclusive use of aboriginal peoples;
  - (b) by, on behalf of, or on lands owned by and used for the purposes of a municipality, a Local Board or a Board of Education;
  - (c) on lands wholly within that part of Oshawa partially known as the Urban Growth Centre and as depicted in Schedule “D” to this By-law;
  - (d) on that part of lands used solely for the purposes of
    - i) a Non-Profit Institution;
    - ii) a Hospital; or
    - iii) a Nursing Home;
  - (e) respecting a new Industrial building or structure or the enlargement of an existing Industrial building or structure;
  - (f) respecting a Temporary building or structure;
  - (g) respecting an Agricultural building or structure;
  - (h) respecting an Apartment Dwelling Unit on lands within that part of Oshawa shown as the shaded portion on the maps in Schedule “E” to this By-law;
  - (i) respecting a Townhouse Dwelling other than a Street Townhouse Building on lands within that part of Oshawa shown as the shaded portion on the maps in Schedule “E” to this By-law; or
  - (j) respecting an Apartment Dwelling Unit or a Townhouse Dwelling Unit, except back to back Townhouses, on lands within that part of Oshawa as shown as the shaded portion of the map in Schedule “F” to this By-law; or
  - (k) respecting an Apartment Dwelling Unit or a Townhouse Dwelling other than a



Street Townhouse Building on the property shown on Schedule “G”, provided building permits are issued for the units within three years of the in force date of this by-law.

- 2.6 The Development Charge imposed with respect to that part of a building used solely for the purposes of a Medical Clinic shall be equal to 50% of the Commercial Development Charge.
- 2.7 No more than one Development Charge for each service designated in Schedule “A” to this By-law shall be imposed upon any lands, buildings or structures to which this By-law applies even though two or more of the actions described in section 2.3 of this By-law are required before the lands, buildings or structures can be developed for a single Development. However, nothing in this section prevents the imposition of a Development Charge in respect of subsequent Development.
- 2.8 This By-law does not limit the City’s ability to require, as a condition or in an agreement pursuant to sections 50, 51 or 53 of the Planning Act, 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, or local services to be installed or paid for by the Owner as a condition of approval under section 53 of the Planning Act.

### **3. Rules for Calculation and Collection of Development Charges**

- 3.1 The Development Charges set out in Schedule “B” to this By-law shall be imposed on Residential uses of lands, buildings or structures, including Residential uses Accessory to a Non-Residential use and, in the case of a mixed use building or structure, according to the type of Residential use, and calculated with respect to each of the services according to the type of Residential use.
- 3.2 Notwithstanding section 3.1, residential Duplex and Triplex buildings developed on lands within that part of Oshawa, where zoning permits a Single Detached Dwelling, will be subject to the charge for a single detached dwelling unit.
- 3.3 The development charges imposed on a Retirement Residence unit shall be payable at the rate applicable to an apartment of one bedroom or smaller.
- 3.4 The Development Charges set out in Schedule “B” to this By-law shall be imposed on Non-Residential uses of lands, buildings or structures and, in the case of a mixed used building or structure, on the Non-Residential uses in the mixed use building or structure, calculated with respect to each of the services according to the Gross Floor Area of the Non-Residential use.
- 3.5 Schedule “C” to this By-law prescribes the rules for determining whether a



Development Charge is payable in any particular case and for determining the amount of the Development Charge.

- 3.6 Development Charges shall be adjusted semi-annually on January 1 and July 1 each year, commencing the 1st day of January, 2020, by the Statistics Canada Quarterly “Capital Expenditure Price Statistics (cat. 62-007-X)”, published each year or such other equivalent publication or as otherwise prescribed by regulation pursuant to the Act.
- 3.7 Development Charges shall be payable by cash or by certified cheque in Canadian funds.
- 3.8 If a Development does not require a building permit pursuant to the Building Code Act but does require one or more of the other actions described in section 2.3 of this By-law, then the Development Charge will nonetheless be payable in respect of such Development.

#### **4. Credits and Prepayments**

- 4.1 Notwithstanding any other provision of this By-law, where a Development involves
  - (a) the demolition of buildings or structures that have been in existence for a minimum of five (5) years pursuant to a demolition permit issued pursuant to the Building Code Act within the one hundred twenty (120) month period preceding the issuance of a building permit pursuant to the Building Code Act respecting the Development, or
  - (b) the conversion of all or part of a building or structure that has been in existence for a minimum of five (5) years from one principal use to another principal use on the same land.

the Development Charge otherwise payable with respect to such Development shall be reduced by the following amounts:

- (c) in the case of a Residential building or structure, or the Residential uses in a mixed-use building or structure, an amount calculated by multiplying the applicable Development Charge set out in Schedule “B” to this By-law by the number representing the type of Dwelling Units that have been or will be demolished or converted to another principal use; and
- (d) in the case of a Non-Residential building or structure, or the Non-Residential uses in a mixed-use building or structure, an amount calculated by multiplying the applicable Development Charge set out in Schedule “B” to this By-law by the Gross Floor Area that has been or will be demolished or converted to



another principal use;

provided that such amounts shall not exceed, in total, the amount of the Development Charge otherwise payable with respect to such Development.

(e) Where a demolition permit of a building or structure is issued on or after July 1, 2019, no credit will be provided for the demolition of schools formerly used for the purposes of a Board of Education or places of worship that are exempt under this by-law.

4.2 For the purpose of section 4.1(a) of this By-law, the issuance of the demolition permit and the actual demolition to the satisfaction of the Chief Building Official may post date the issuance of the building permit by no more than twenty-four (24) months.

4.3 Notwithstanding section 3.6 of this By-law, where, in respect of a Development,

(a) all requirements for the issuance of a building permit under subsection 8(2) of the Building Code Act have been satisfied before the date of an adjustment of Development Charges pursuant to section 3.6 of this By-law; and

(b) an amount equal to the Development Charge in effect as at the date of payment has been paid before the date of the particular adjustment of Development Charges contemplated by paragraph (a) of this section 4.3

the applicable Development Charge is the amount contemplated by paragraph (b) of this section 4.3.

4.4 Notwithstanding sections 4.3 and 6.2 of this By-law, where, in respect of a Development,

(a) all requirements for the issuance of a building permit under subsection 8(2) of the Building Code Act have been satisfied before July 1, 2019; and

(b) an amount equal to the Development Charge in effect as at June 30, 2019 pursuant to the City's By-law 80-2014 as amended, has been paid by or before July 1, 2019

the applicable Development Charge is the amount contemplated by paragraph (b) of this section 4.4.

4.5 Where, as demonstrated to the satisfaction of the Chief Building Official, a Capital Levy was paid to the City in respect of a development approval on a Lot and a Development Charge is payable under this By-law as a result of Development on that same Lot, a credit will be provided against the Development Charge to the current Owner of that Lot upon that Owner making a written request to the City's Chief



Building Official subject to the following:

- (a) the amount of the credit shall be limited to the amount of the Capital Levy paid for services that are being funded under this By-law,
- (b) no credit for payment of a Capital Levy was previously provided to any person in respect of any Development on that same Lot, whether heretofore or hereafter occurring,
- (c) this credit shall not operate to reduce a Development Charge to less than zero, and
- (d) no credit shall be given for any interest on or indexing of the Capital Levy paid;

however, notwithstanding subsections (a) through (d) hereof, where, as demonstrated to the satisfaction of the Chief Building Official, a Capital Levy was paid to the City in respect of a development approval on a Lot and a Development Charge in relation to a Single Detached Dwelling is payable under this By-law as a result of Development on that same Lot, no Development Charge shall be payable subject to the following:

- (e) no credit for payment of a Capital Levy was previously provided to any person in respect of any Development on that same Lot, whether heretofore or hereafter occurring,
- (f) this credit shall not operate to reduce a Development Charge to less than zero,
- (g) no credit shall be given for any interest on or indexing of the Capital Levy paid, and
- (h) the credit contemplated under this section 4.5 shall only be applied to the first sixteen (16) Lots that comply with the criteria prescribed by this section 4.5.

## **5. Front Ending Agreements**

- 5.1 The City may enter into front-ending agreements with Owners in accordance with the provisions of the Act.

## **6. Miscellaneous**

- 6.1 All complaints pursuant to section 20 of the Act or section 257.85 of the Education Act, R.S.O 1990, c. E.2 shall be heard by City Council sitting in Committee of the Whole. The City Council shall conduct hearings in accordance with the provisions of the Statutory Powers Procedure Act, R.S.O. 1990, c. S.22 and other applicable law.
- 6.2 On the date this By-law comes into force By-law 80-2014, as amended, shall be repealed.



6.3 This By-law shall come into force and take effect on July 1, 2019.

6.4 This By-law may be cited as the “Development Charges By-law”.

By-law passed this tenth day of June, 2019.

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Mayor

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City Clerk





## **Schedule “A” to By-law xx-2019 of The Corporation of the City of Oshawa**

### **Designated Municipal Services**

The following are the designated municipal services for each of which the City maintains a reserve fund:

1. Transportation
2. Fire Protection
3. Parks, Recreation and Trails
4. Library Services
5. Administration (Development Related Studies)
6. Watercourse Improvements
7. Parking
8. Waste Diversion



## Schedule “B” to By-law xx-2019 of The Corporation of the City of Oshawa

### Schedule of Development Charges

| Service                              | RESIDENTIAL PER DWELLING UNIT           |                           |                            |   |                       |                             | NON RESIDENTIAL<br>(per sq.m. of G.F.A) |                              |
|--------------------------------------|---|---------------------------|----------------------------|---|-----------------------|-----------------------------|---|------------------------------|
|                                      | Single and<br>Semi Detached<br>Dwelling | Duplex (for two<br>units) | Apartments 2<br>Bedrooms + | Apartments<br>Bachelor and 1<br>Bedroom | Townhouse<br>Dwelling | Lodging House<br>(per unit) | Industrial                              | Commercial/<br>Institutional |
| <b>Municipal Wide Services:</b>      |   |                           |                            |   |                       |                             |   |                              |
| Transportation                       | \$14,301                                | \$18,002                  | \$9,001                    | \$5,525                                 | \$11,520              | \$4,966                     | \$44.02                                 | \$115.93                     |
| Fire Protection                      | \$533                                   | \$670                     | \$335                      | \$206                                   | \$429                 | \$185                       | \$1.61                                  | \$4.31                       |
| Watercourse Improvements             | \$1,004                                 | \$1,264                   | \$632                      | \$388                                   | \$809                 | \$349                       | \$4.31                                  | \$4.74                       |
| Parks, Recreation and Trails         | \$7,982                                 | \$10,048                  | \$5,024                    | \$3,084                                 | \$6,430               | \$2,772                     | \$3.77                                  | \$3.77                       |
| Library Services                     | \$333                                   | \$420                     | \$210                      | \$129                                   | \$268                 | \$116                       | \$0.11                                  | \$0.11                       |
| Administration                       | \$66                                    | \$84                      | \$42                       | \$26                                    | \$53                  | \$23                        | \$0.22                                  | \$0.54                       |
| Parking                              | \$16                                    | \$20                      | \$10                       | \$6                                     | \$13                  | \$6                         | \$0.00                                  | \$0.11                       |
| Waste Diversion                      | \$15                                    | \$18                      | \$9                        | \$6                                     | \$12                  | \$5                         | \$0.00                                  | \$0.11                       |
| <b>Total Municipal Wide Services</b> | <b>\$24,250</b>                         | <b>\$30,526</b>           | <b>\$15,263</b>            | <b>\$9,370</b>                          | <b>\$19,534</b>       | <b>\$8,422</b>              | <b>\$54.04</b>                          | <b>\$129.60</b>              |



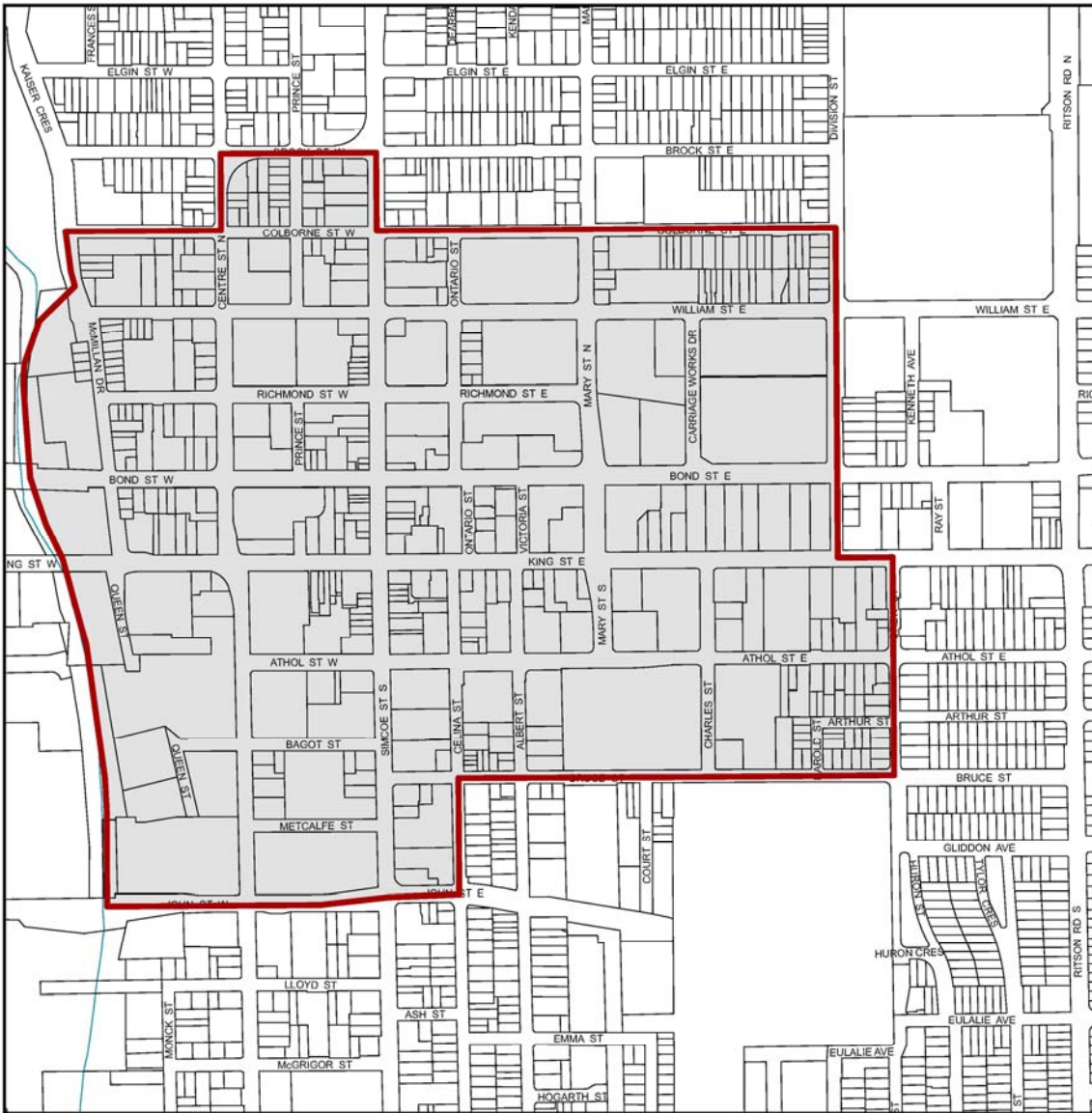
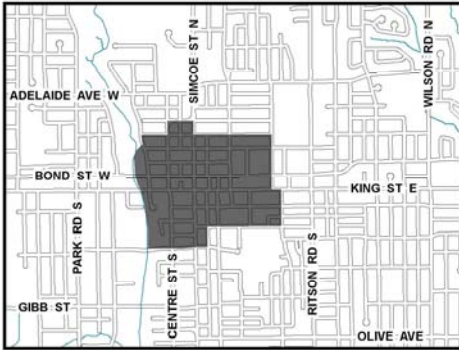
## **Schedule “C” to By-law xx-2019 of The Corporation of the City of Oshawa**

### **Rules for Application of the Development Charges By-law**

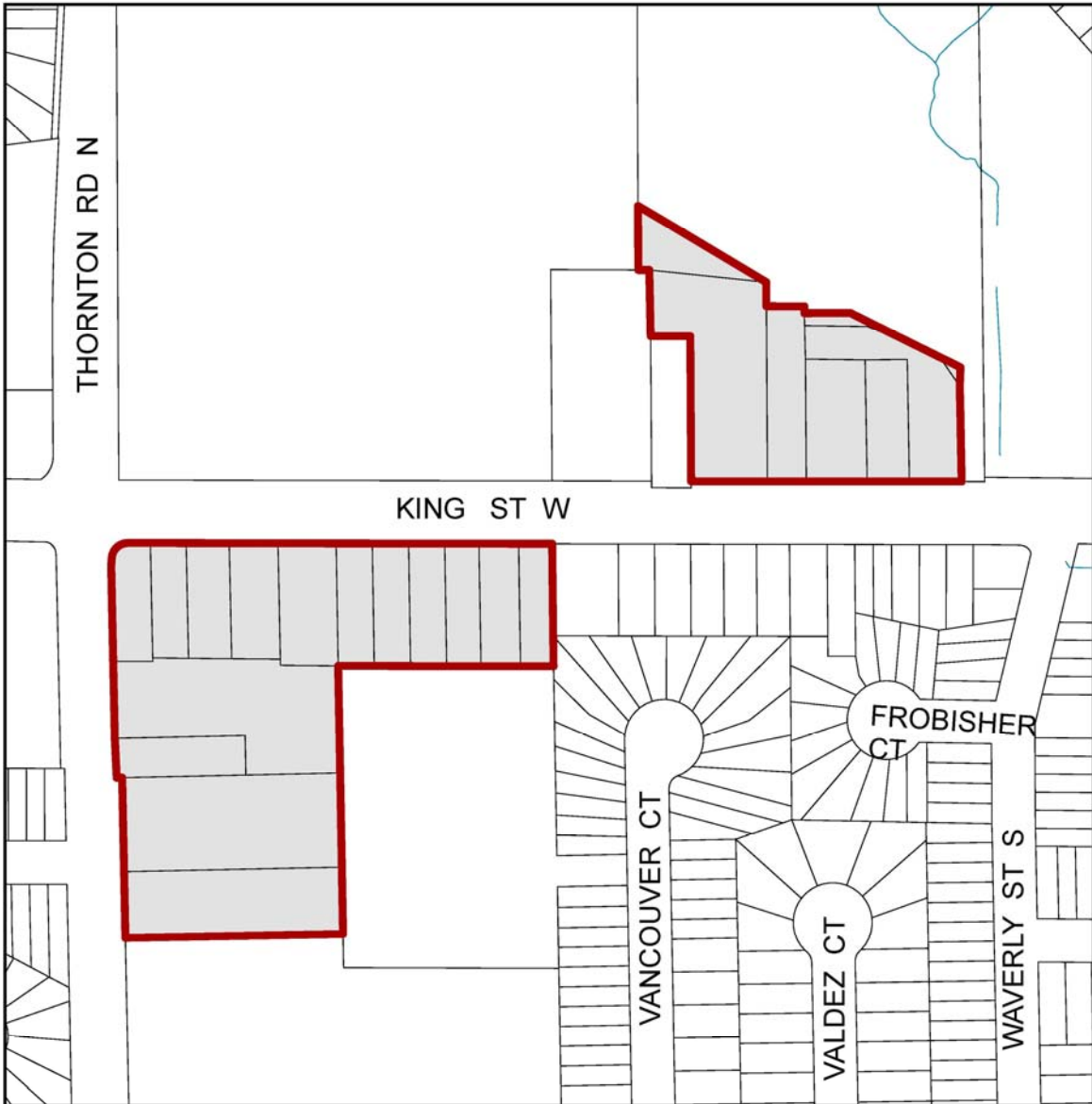
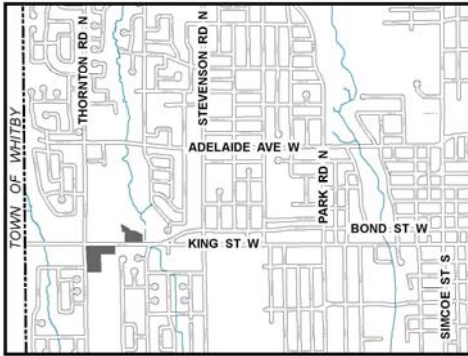
1. Where a Development is proposed which requires any of the actions set out in section 2.3 of this By-law, the rules in this Schedule shall be applied to determine the application of this By-law. These rules apply to all Development.
2. The Development must be reviewed to determine whether it is exempt in whole or in part pursuant to one or more provisions of this By-law.
3. The Development must be reviewed to determine whether it qualifies for the phasing of Development Charges in accordance with sections 4.3 or 4.4 of this By-law.
4. Subject to rule 3, the figures in Schedule “B” must be examined to determine the effect of any indexing which has occurred pursuant to section 3.6 of this By-law. The figures to apply must reflect any such indexing.
5. The figures in Schedule “B” do not need to be adjusted in accordance with paragraph 5 (1) 6 of the Act because the Study has taken those considerations into account in determining the figures in Schedule “B”.
6. The Development must be classified as Residential, Non-Residential or mixed-use Development.
7. For Residential Development, the total number and type of Dwelling Units set out in Schedule “B” must be determined. The rates as shown in Schedule “B” (adjusted, if applicable, in accordance with rules 3 or 4) are then applied to the number of Dwelling Units contemplated by the Development to determine the total amount of Residential Development Charges payable.
8. For Non-Residential Development, the Gross Floor Area of the Development must be determined. The rates as shown in Schedule “B” (adjusted, if applicable, in accordance with rules 3 or 4) are then applied to the Gross Floor Area contemplated by the Development to determine the total amount of Non-Residential Development Charges payable.
9. For mixed Residential and Non-Residential Development, Development Charges are determined by applying each of rules 7 and 8 to each part of the Development comprising, respectively, Residential Development and Non-Residential Development.
10. The Development must be examined to determine whether any credits contemplated by article 4 of this By-law. If so, such credits are applied against the total Development Charges payable pursuant to rules 7, 8 or 9, as applicable.



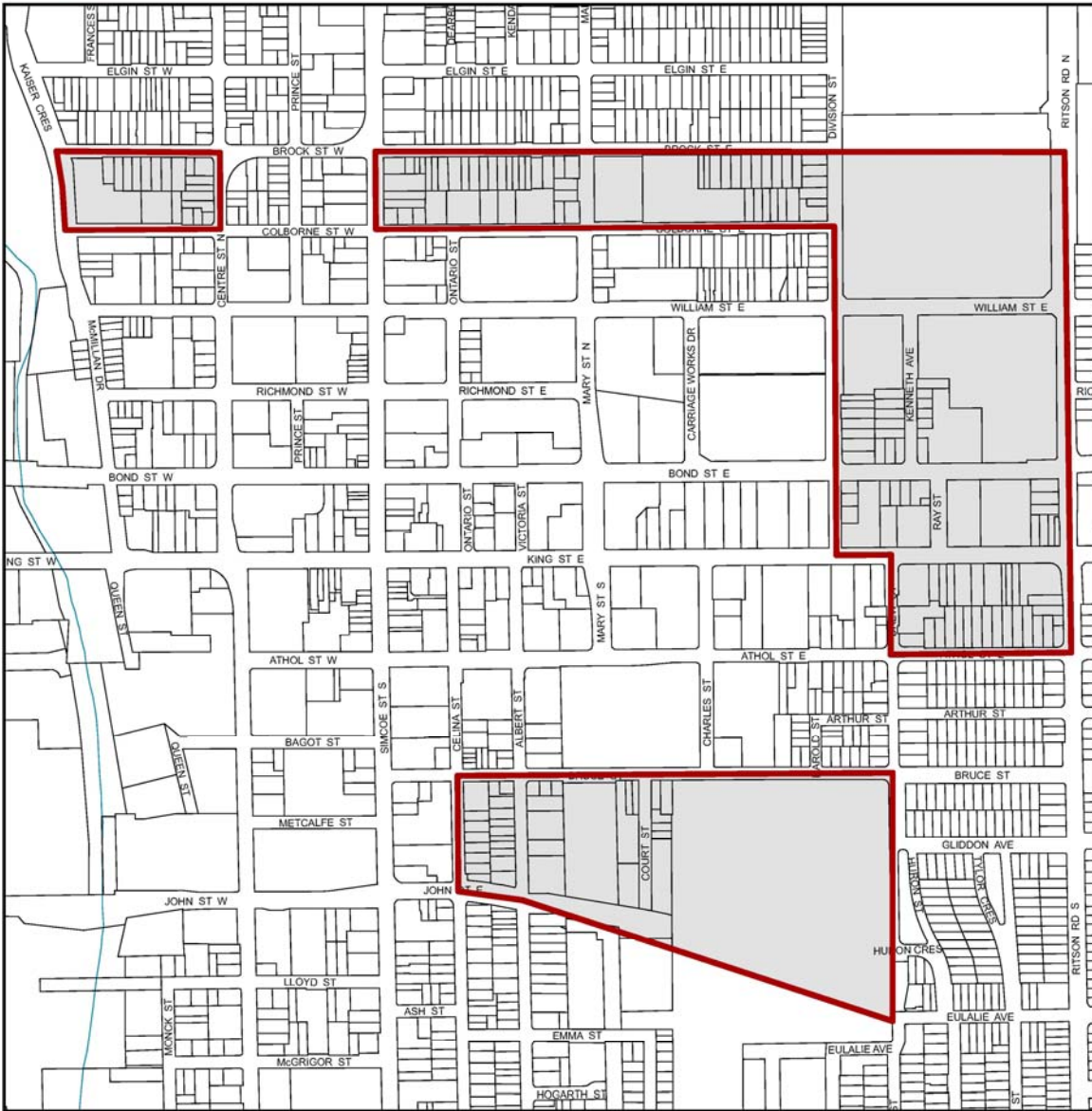
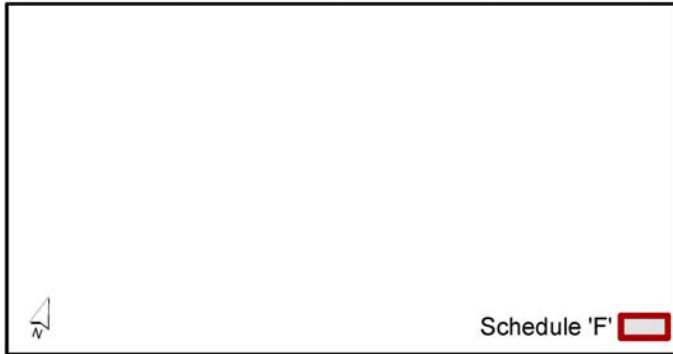
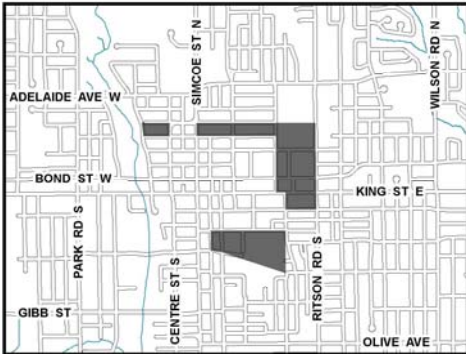
11. Subject to the provisions of the Act, the City may enter into an agreement to permit an Owner to perform work that relates to a service to which this By-law relates. In such circumstances, the City shall give the Owner a credit toward the Development Charge subject to the provisions of the Act.
12. A Development Charge shall be paid on or before the date that a building permit is issued pursuant to the Building Code Act in relation to a building or structure on land to which a Development Charge applies. No building permit shall be issued until the Development Charge is paid. Where the Development Charge is payable pursuant to section 3.8 of this By-law, the Development Charge must be paid prior to the completion of the applicable action or actions referenced in section 2.3 of this By-law. For this purpose, the date of completion of the approvals contemplated by paragraphs 2.3(d) and 2.3(f) of this By-law shall be the date on which all agreements imposed as a condition to an approval pursuant to subsection 51(26) of the Planning Act have been duly executed by all parties to such agreements.
13. If any or all of a Development Charge remains unpaid after it has become payable, the amount unpaid shall be added to the tax roll for the land which was the subject of the Development and shall be collected in the same manner as taxes.
14. The City's Treasurer shall collect all Development Charges imposed by this By-law when those Development Charges are due and payable, together with all development charges payable upon the issuance of a building permit imposed in accordance with any development charge by-law passed by the Regional Municipality of Durham and by any Board of Education.
15. Where a complaint results in a refund, the City's Treasurer shall calculate the amount of any overpayment to be refunded to any Owner who made the payment, and the refund shall be paid with interest to be calculated from the date on which the overpayment was collected to the date on which the refund is paid.
16. The interest rate to be used for any refund shall be the Bank of Canada rate in effect on the later of the date that this By-law comes into force, or the date of the most recent quarterly adjustment as set out in rule 17.
17. For the purpose of determining the quarterly adjustments contemplated by rule 16, the Bank of Canada interest rate in effect on the date that this By-law comes into force shall be adjusted on the first day of January, 2020 to the rate established by the Bank of Canada on that date, and shall be adjusted quarter-yearly thereafter on the first business day of each of April, July, October and January, to the rate established by the Bank of Canada on the day of the adjustment.



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