



# Development Charges Background Study

Town of Bradford West Gwillimbury

April 5, 2019

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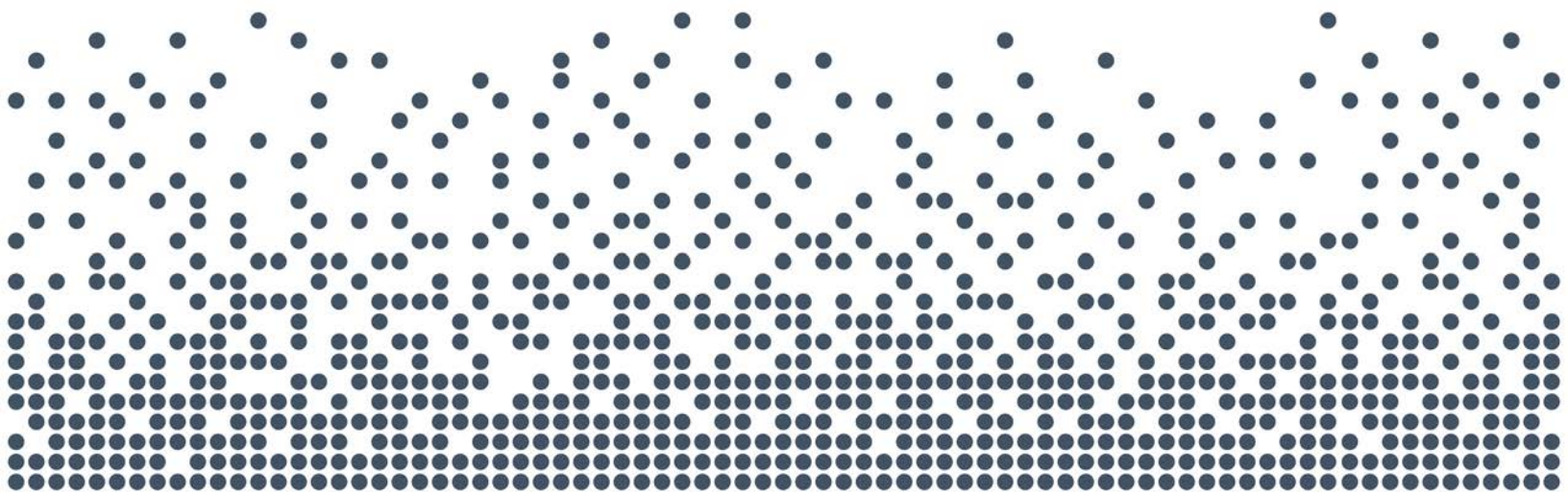
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## List of Acronyms and Abbreviations

<b>Acronym</b>	<b>Full Description of Acronym</b>
A.M.P.	Asset management plan
B.W.G.	Bradford West Gwillimbury
D.C.	Development charge
D.C.A.	Development Charges Act, 1997, as amended
F.I.R.	Financial Information Return
G.F.A.	Gross floor area
I.J.P.A.	Infrastructure for Jobs and Prosperity Act
L.P.A.T.	Local Planning Appeal Tribunal
N.F.P.O.W.	No Fixed Place of Work
N.H.S.	Natural Heritage System
O.M.B.	Ontario Municipal Board
O.P.A.	Official Plan Amendment
O.Reg.	Ontario Regulation
P.O.A.	Provincial Offences Act
P.P.U.	Persons per unit
S.C.T.M.P.	Simcoe County Transportation Master Plan
S.D.E.	Single detached equivalent
S.D.U.	Single detached unit
S.W.M.	Stormwater management
sq.ft.	square foot
sq.m.	square metre



# Executive Summary



# Executive Summary

1. The report provided herein represents the Development Charges (D.C.) Background Study for the Town of Bradford West Gwillimbury required by the Development Charges Act, 1997 (D.C.A.). This report has been prepared in accordance with the methodology required under the D.C.A. The contents include the following:
  - Chapter 1 – Overview of the legislative requirements of the Act;
  - Chapter 2 – Review of present D.C. policies of the Town;
  - Chapter 3 – Summary of the residential and non-residential growth forecasts for the Town;
  - Chapter 4 – Approach to calculating the D.C.;
  - Chapter 5 – Review of historical service standards and identification of future capital requirements to service growth and related deductions and allocations;
  - Chapter 6 – Calculation of the D.C.s;
  - Chapter 7 – D.C. policy recommendations and rules; and
  - Chapter 8 – By-law implementation.
  
2. D.C.s provide for the recovery of growth-related capital expenditures from new development. The D.C.A. is the statutory basis to recover these charges. The methodology is detailed in Chapter 4; a simplified summary is provided below:
  - 1) Identify amount, type and location of growth;
  - 2) Identify servicing needs to accommodate growth;
  - 3) Identify capital costs to provide services to meet the needs;
  - 4) Deduct:
    - Grants, subsidies and other contributions;
    - Benefit to existing development;
    - Statutory 10% deduction (soft services);
    - Amounts in excess of 10-year historical service calculation;
    - D.C. reserve funds (where applicable);



- 5) Net costs are then allocated between residential and non-residential benefit; and
  - 6) Net costs divided by growth to provide the D.C. charge.
3. A number of changes to the D.C. process need to be addressed as a result of the Smart Growth For Our Communities Act (Bill 73). These changes have been incorporated throughout the report and in the updated draft by-law, as necessary. These items include:
- a. Area-rating: Council must consider the use of area-specific charges.
  - b. Asset Management Plan for New Infrastructure: The D.C. background study must include an asset management plan that deals with all assets proposed to be funded, in whole or in part, by D.C.s. The asset management plan must show that the assets are financially sustainable over their full lifecycle.
  - c. 60-day Circulation Period: The D.C. background study must be released to the public at least 60-days prior to passage of the D.C. by-law.
  - d. Timing of Collection of Development Charges: The D.C.A. now requires D.C.s to be collected at the time of the first building permit.
4. The growth forecast (Chapter 3) on which the Town-wide D.C. is based, projects the following population, housing and non-residential floor area for the 10-year (2019 to 2028) and 13-year (2019 to 2031) periods.

Measure	10 Year 2019-2028	13 Year 2019-2031
(Net) Population Increase	8,747	10,161
Residential Unit Increase	3,605	4,345
Non-Residential Gross Floor Area Increase (ft <sup>2</sup> )	6,752,400	7,152,500

Source: Watson & Associates Economists Ltd. Forecast 2019

5. On August 19, 2014, the Town of Bradford West Gwillimbury passed By-law 2014-73 under the D.C.A. The by-law imposes D.C.s for Town-wide services (roads related facilities & vehicles, fire protection, police, outdoor recreation,





indoor recreation, parking, library and administration) on residential and non-residential uses. Further to the 2014 by-law, the Town undertook a review of the water, wastewater and roads services in 2018 and passed By-law 2018-18 on March 6, 2018. By-law 2014-73 will expire on August 20, 2019. The Town is undertaking a D.C. public process and anticipates passing a new by-law in advance of the expiry date. The mandatory public meeting has been set for June 4, 2019 with adoption of the by-law anticipated on June 18, 2019. It is noted that the roads, water and wastewater By-law 2018-18, does not expire until 2023 and therefore has not been updated as part of this D.C. process.

6. The Town's D.C.s currently in effect for services excluding water, wastewater and roads are \$10,711 for single detached dwelling units and non-residential charges are \$1.24 per square foot. This report has undertaken a recalculation of the charge based on future identified needs (presented in Schedule ES-1 for residential and non-residential). Charges have been provided on a Town-wide basis for all services (excluding water, wastewater and roads). The corresponding single detached unit charge is \$12,981. The non-residential charge is \$1.22 per square foot of building area. These rates are submitted to Council for its consideration.
7. The D.C.A. requires a summary be provided of the gross capital costs and the net costs to be recovered over the life of the by-law. This calculation is provided by service and is presented in Table 6-4. A summary of these costs is provided below:

Total gross expenditures planned over the next five years	\$40,690,025
Less:	
Benefit to existing development	\$ 7,316,650
Post planning period benefit	\$ 7,411,506
Ineligible re: Level of Service	\$ 375,228
Mandatory 10% deduction for certain services	\$ 411,532
Grants, subsidies and other contributions	\$ -
<b>Net Costs to be recovered from development charges</b>	<b>\$25,175,110</b>

Hence, \$15.51 million (or an annual amount of \$3.10 million) will need to be contributed from taxes and rates, or other sources. Of this amount, \$7.41 million will be included in subsequent D.C. study updates to reflect the portion of capital that benefits growth in the post period D.C. forecasts.



Based on the above table, the Town plans to spend \$40.69 million over the next five years, of which \$25.18 million (62%) is recoverable from D.C.s. Of this net amount, \$20.24 million is recoverable from residential development and \$4.93 million from non-residential development. It is noted also that any exemptions or reductions in the charges would reduce this recovery further.

8. Considerations by Council – The background study represents the service needs arising from residential and non-residential growth over the forecast periods.

The following services are calculated based on an 13-year forecast:

- Roads Related Facilities and Vehicles
- Police Services; and
- Fire Protection Services.

All other services are calculated based on a 10-year forecast. These include:

- Transit Services;
- Parking Services;
- Outdoor Recreation Services;
- Indoor Recreation Services;
- Library Services; and
- Administration.

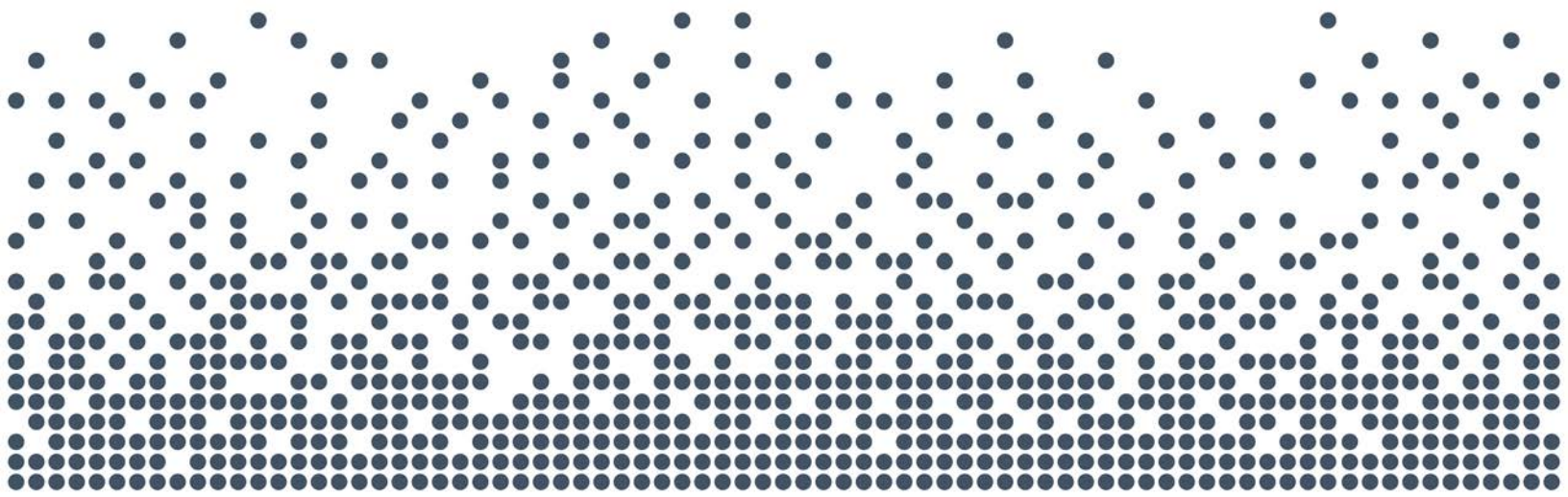
Council will consider the findings and recommendations provided in the report and, in conjunction with public input, approve such policies and rates it deems appropriate. These directions will refine the draft D.C. by-law which is appended in Appendix H. These decisions may include:

- adopting the charges and policies recommended herein;
- considering additional exemptions to the by-law; and
- considering reductions in the charge by class of development (obtained by removing certain services on which the charge is based and/or by a general reduction in the charge).



Table ES-1  
Schedule of Development Charges

Service	RESIDENTIAL					NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Apartments		Other Multiples	Special Care/Special Dwelling Unit	(per sq.ft. of Gross Floor Area)
		2 Bedrooms +	Bachelor and 1 Bedroom			
<b>Municipal Wide Services:</b>						
Roads Related Facilities and Vehicles	1,335	693	484	943	425	0.45
Transit Services	44	23	16	31	14	0.01
Parking Services	73	38	26	52	23	0.02
Fire Protection Services	559	290	203	395	178	0.19
Police Services	535	278	194	378	170	0.19
Outdoor Recreation Services	1,329	690	482	939	423	0.03
Indoor Recreation Services	6,906	3,583	2,503	4,879	2,199	0.17
Library Services	1,865	968	676	1,317	594	0.05
Administration	335	174	121	237	107	0.11
<b>Total Municipal Wide Services</b>	<b>12,981</b>	<b>6,737</b>	<b>4,705</b>	<b>9,171</b>	<b>4,133</b>	<b>1.22</b>



# Report



# Chapter 1

## Introduction



# 1. Introduction

## 1.1 Purpose of this Document

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This background study has been prepared pursuant to the requirements of the D.C.A. (section 10) and, accordingly, recommends new D.C.s and policies for the Town of Bradford West Gwillimbury (B.W.G.).

The Town retained Watson & Associates Economists Ltd. (Watson), to undertake the D.C. study process in 2019. Watson worked with Town staff as well as engineering consultant, Dillon Consulting Ltd., preparing the D.C. analysis and policy recommendations.

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

This report has been prepared, in the first instance, to meet the statutory requirements applicable to the Town's D.C. background study, as summarized in Chapter 4. It also addresses the requirement for "rules" (contained in Chapter 7) and the proposed by-law to be made available as part of the approval process (included as Appendix H).

In addition, the report is designed to set out sufficient background on the legislation (Chapter 4), B.W.G.s current D.C. policies (Chapter 2) and the policies underlying the proposed by-law, to make the exercise understandable to those who are involved.

Finally, it addresses post-adoption implementation requirements (Chapter 8) which are critical to the successful application of the new policy.

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



## 1.2 Summary of the Process

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The public meeting required under section 12 of the D.C.A., has been scheduled for June 4, 2019. Its purpose is to present the study to the public and to solicit public input. The meeting is also being held to answer any questions regarding the study's purpose, methodology and the proposed modifications to the Town's D.C.s.

In accordance with the legislation, the D.C. background study must be made available a minimum of 60 days prior to Council's consideration of the by-law. The background study and proposed D.C. by-law is being made available on April 5, 2019 which exceeds the minimum 60-day requirement.

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

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

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

Figure 1-1  
Schedule of Key D.C. Process Dates for the Town of Bradford West Gwillimbury

1. Data collection, staff review, engineering work, D.C. calculations and policy work	January to March 2019
2. Stakeholder meeting	May 14, 2019
3. Public meeting advertisement placed in newspaper(s)	No later than May 14, 2019
4. Background study and proposed by-law available to public	April 5, 2019
5. Public meeting of Council	June 4, 2019
6. Council considers adoption of background study and passage of by-law	June 18, 2019
7. Newspaper notice given of by-law passage	By 20 days after passage
8. Last day for by-law appeal	40 days after passage



9. Town makes pamphlet available (where by-law not appealed)	By 60 days after in force date
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## 1.3 Changes to the D.C.A.: Bill 73

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With the amendment of the D.C.A. in January 2016, (as a result of Bill 73 and O.Reg. 428/15), there are a number of areas that must be addressed to ensure that the Town is in compliance with the D.C.A., as amended. The following provides an explanation of the changes to the Act that affect the Town's Background Study and how they have been dealt with to ensure compliance with the amended legislation.

### 1.3.1 Area Rating

Bill 73 has introduced two new sections where Council must consider the use of area-specific charges:

- 1) Section 2 (9) of the Act now requires a municipality to implement area-specific D.C.s for either specific services which are prescribed and/or for specific municipalities which are to be regulated. (Note that at this time, no municipalities or services are prescribed by the Regulations.)
- 2) Section 10 (2) c. 1 of the D.C.A. requires that, "the development charges background study shall include consideration of the use of more than one development charge by-law to reflect different needs for services in different areas."

In regard to the first item, there are no services or specific municipalities identified in the regulations which must be area-rated. The second item requires Council to consider the use of area rating.

### 1.3.2 Asset Management Plan for New Infrastructure

The new legislation now requires that a D.C. background study must include an Asset Management Plan (subsection 10 (2) (c.2)). The asset management plan must deal with all assets that are proposed to be funded, in whole or in part, by D.C.s. The current regulations provide very extensive and specific requirements for the asset management plan related to transit services; however, they are silent with respect to how the asset





management plan is to be provided for all other services. As part of any asset management plan, the examination should be consistent with the municipality's existing assumptions, approaches and policies on asset management planning. This examination may include both qualitative and quantitative measures such as examining the annual future lifecycle contributions needs (discussed further in Appendix G of this report).

### ***1.3.3 60-Day Circulation of D.C. Background Study***

Previously the legislation required that a D.C. background study be made available to the public at least two weeks prior to the public meeting. The amended legislation now provides that the D.C. background study must be made available to the public (including posting on the municipal website) at least 60 days prior to passage of the D.C. by-law. No other changes were made to timing requirements for such things as notice of the public meeting and notice of by-law passage.

This D.C. study is being provided to the public on April 5, 2019 to ensure the new requirements for release of the study is met.

### ***1.3.4 Timing of Collection of D.C.s***

The D.C.A. has been refined by Bill 73 to require that D.C.s are collected at the time of the first building permit. For the majority of development, this will not impact the Town's present process. There may be instances, however, where several building permits are to be issued and either the size of the development or the uses will not be definable at the time of the first building permit. In these instances, the Town may enter into a delayed payment agreement in order to capture the full development.

### ***1.3.5 Other Changes***

It is also noted that a number of other changes were made through Bill 73 and O.Reg. 428/15 including changes to the way in which Transit D.C. service standards are calculated, the inclusion of Waste Diversion and the ability for collection of additional levies.



# Chapter 2

## Current Town of Bradford West Gwillimbury's Policy



## 2. Current Town of Bradford West Gwillimbury Policy

### 2.1 Schedule of Charges

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On August 19, 2014, the Town of B.W.G. passed By-law 2014-73 and then on March 6, 2018, the Town passed By-law 2018-18, both under the D.C.A. By-law 2014-73 imposes D.C.s on a Town wide basis for residential and non-residential uses for the services outlined in Section 2.2. By-law 2018-18 imposes D.C.s on a Town-wide basis for roads, water and wastewater on an area specific basis for residential and non-residential uses (this by-law is not expiring until 2023 and therefore, does not form part of this current study).

The following table provides the rates currently in effect, as at January 1, 2019.



Table 2-1  
Town of Bradford West Gwillimbury  
Current D.C. Rates

Service	By-Law #	Residential						Non-Residential per sq.ft. of Gross Floor Area
		Single Detached & Semi-Detached Dwelling	Other Multiples	Apartments		Special Care/Special Dwelling Unit		
				2 Bedrooms +	Bachelor & 1 Bedroom	2 Bedrooms +	Bachelor & 1 Bedroom	
<b>Municipal Wide Services</b>								
Roads*	2018-18	15,701	11,105	7,965	5,689	5,006	5,006	5.48
Roads Related Facilities and Vehicles	2014-73	1,197	952	670	491	670	491	0.47
Parking Services	2014-73	37	28	21	14	21	14	0.01
Fire Protection Services	2014-73	649	518	363	266	363	266	0.11
Police Services	2014-73	481	383	267	198	267	198	0.16
Outdoor Recreation Services	2014-73	1,225	975	685	503	685	503	0.03
Indoor Recreation Services	2014-73	5,509	4,386	3,077	2,262	3,077	2,262	0.21
Library Services	2014-73	1,074	855	600	441	600	441	0.04
Administration	2014-73	539	429	301	220	301	220	0.21
<b>Total Municipal Wide Services</b>		<b>26,412</b>	<b>19,631</b>	<b>13,949</b>	<b>10,084</b>	<b>10,990</b>	<b>9,401</b>	<b>6.72</b>
<b>Urban Services</b>								
Water:								
Studies - All Urban Areas*	2018-18	84	60	43	31	27	27	0.02
Treatment & Distribution (Bradford Settlement Area)*	2018-18	6,954	4,918	3,527	2,520	2,217	2,217	3.98
Treatment & Distribution (Bond Head Settlement Area & B.W.G. Settlement Employment Area)*	2018-18	15,982	11,303	8,107	5,790	5,096	5,096	5.13
Wastewater:								
Studies - All Urban Areas*	2018-18	63	44	32	23	20	20	0.02
Treatment (Bradford Settlement Area)*	2018-18	4,761	3,367	2,415	1,725	1,518	1,518	3.24
Treatment (Bond Head Settlement Area & B.W.G. Settlement Employment Area)*	2018-18	4,353	3,078	2,208	1,577	1,388	1,388	1.08
Collection (Bradford Settlement Area)*	2018-18	3,553	2,513	1,802	1,288	1,133	1,133	3.30
Collection (Bond Head Settlement Area & B.W.G. Settlement Employment Area)*	2018-18	23,991	16,967	12,170	8,693	7,649	7,649	2.45
<b>Grand Total Urban Area - Bradford Settlement Area</b>		<b>41,827</b>	<b>42,250</b>	<b>30,304</b>	<b>21,647</b>	<b>19,048</b>	<b>19,048</b>	<b>19.22</b>
<b>Grand Total Urban Area - Bond Head Settlement Area &amp; B.W.G. Settlement Employment Area</b>		<b>70,885</b>	<b>84,500</b>	<b>60,608</b>	<b>43,294</b>	<b>38,096</b>	<b>38,096</b>	<b>38.44</b>

\*Charge is not being updated in the current study



## 2.2 Services Covered

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The following services are covered under each of the By-laws currently in place:

By-law 2014-73:

- Roads Related Facilities and Vehicles;
- Transit Services;
- Parking Services;
- Fire Protection Services;
- Police Services;
- Outdoor Recreation Services;
- Indoor Recreation Services;
- Library Services; and
- Administration.

By-law 2018-18:

- Town Wide:
  - Roads;
- Urban-Wide:
  - Water Studies;
  - Wastewater Studies.
- Area Specific (Bradford Settlement Area and Bond Head Settlement Area & B.W.G. Strategic Settlement Employment Area)
  - Water Treatment and Distribution;
  - Wastewater Treatment; and
  - Wastewater Collection.

## 2.3 Timing of D.C. Calculation and Payment

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D.C.s are calculated and payable upon the issuance of a building permit in relation to each dwelling unit, building or structure on land to which a D.C. applies for all services except the D.C.s related to water, wastewater, and roads services. D.C.s related to water, wastewater and roads are to be calculated and payable at the time of execution



of a subdivision agreement under section 51 of the *Planning Act* or an agreement entered into as a condition of consent under section 53 of the *Planning Act*.

## 2.4 Indexing

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By-laws 2014-73 and 2018-18 provide for the annual indexing of charges on January 1<sup>st</sup> of each year, without amendment to the by-law.

## 2.5 Redevelopment Allowance

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As a result of the redevelopment of land, a building or structure existing on the same land within five years prior to the date of payment of D.C.s in regard to such redevelopment was, or is to be demolished, in whole or in part, or converted from one principal use to another principal use on the same land, in order to facilitate the redevelopment, the D.C.s otherwise payable with respect to such redevelopment shall be reduced by the following amounts:

- (a) in the case of a residential building or structure, or in the case of a mixed-use building or structure, the residential uses in the mixed-use building or structure, an amount calculated by multiplying the applicable D.C. by the number, according to type, of dwelling units that have been or will be demolished; and
- (b) in the case of a non-residential building or structure or, in the case of mixed-use building or structure, the non-residential uses in the mixed-use building or structure, an amount calculated by multiplying the applicable D.C.s by the gross floor area that has been or will be demolished;

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

## 2.6 Exemptions

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The following non-statutory exemptions are provided under By-laws 2014-73 and 2018-18.

- A public hospital, as exempt from taxation pursuant to para. 3(1) 3 of the *Assessment Act*; and



- A non-residential Farm Building, save and except for the gross floor area (G.F.A.) in a greenhouse that is used for the purposes of carrying on retail sales to which D.C.s shall be imposed.

The following non-statutory exemptions are provided under By-law 2018-18

- Lands or buildings to be used for a place of worship or for the purposes of a cemetery or burial ground under the *Assessment Act*; and
- A Garden suite on a residential lot where the garden suit is detached from and ancillary to an existing single or semi-detached dwelling and such building is designed to be portable and where the property owner has entered into an agreement with the Town that establishes the temporary nature of the garden suite.



# Chapter 3

## Anticipated Development in the Town of Bradford West Gwillimbury





## 3. Anticipated Development in the Town of Bradford West Gwillimbury

### 3.1 Requirement of the Act

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

The growth forecast contained in this chapter (with supplemental tables in Appendix A) provides for the anticipated development for which the Town of B.W.G. will be required to provide services, over a 10-year (2019-2029) and a longer term (2019-2031) time horizon.

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

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In compiling the growth forecast, the following specific information sources were consulted to assess the residential and non-residential development potential for the Town of B.W.G. over the forecast period, including:

- Town of Bradford West Gwillimbury Development Charge Background Study for Water, Wastewater, and Road Services, 2018;
- Town of Bradford West Gwillimbury Municipal Residential Land Budget, 2017;
- Water Supply and Wastewater Servicing Master Plan Update, Town of Bradford West Gwillimbury Class Environmental Assessment Study Final Report, Tatham & Associates Ltd. March 31, 2011;
- Bond Head Settlement Area Secondary Plan, O.P.A. 16, approved by the Ontario Municipal Board, August 19, 2009;
- Highway 400 Strategic Industrial Employment Area Secondary Plan, O.P.A. 15, approved by the Ontario Municipal Board, August 7, 2009 and December 10, 2009;



- Growth Plan for the Greater Golden Horseshoe (G.G.H.), 2017, May 2017 – Schedule 7.
- Historical residential and non-residential building permit data for 2008 to 2018 period; and
- Available Census data regarding population, housing and employment.

### 3.3 Summary of Growth Forecast

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

As identified in Table 3-1 and Schedule 1, the Town's population is anticipated to reach approximately 47,150 by 2029, and 48,560 by 2031, resulting in an increase of approximately 8,750 and approximately 10,160 persons, respectively, over the 10-year and longer term forecast period. The population forecast summarized in Schedule 1 excludes the net Census undercount, which is estimated at approximately 4.0%. The Census undercount represents the net number of persons missed during Census enumeration. In calculating the Town of B.W.G.s D.C. growth forecast, the net Census undercount has been excluded from the growth forecast. Accordingly, all references provided herein to the population forecast exclude the net Census undercount.



Figure 3-1  
Household Formation-based Population and Household Projection Model

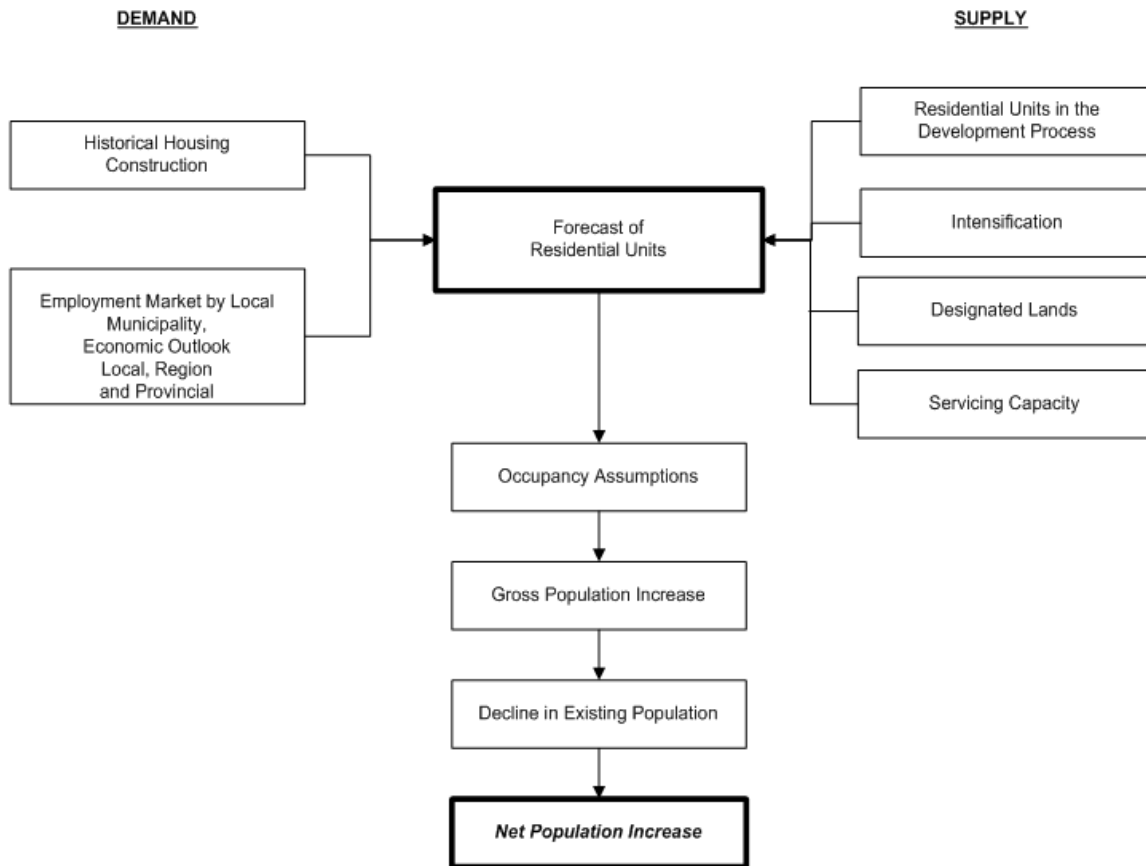




Table 3-1  
Town of Bradford West Gwillimbury  
Residential Growth Forecast Summary

	Year	Population (Including Census Undercount) <sup>1</sup>	Excluding Census Undercount			Housing Units						Person Per Unit (P.P.U.): Total Population/ Total Households
			Population	Institutional Population	Population Excluding Institutional Population	Singles & Semi- Detached	Multiple Dwellings <sup>2</sup>	Apartments <sup>3</sup>	Other	Total Households	Equivalent Institutional Households	
Historical	Mid 2006	25,000	24,039	224	23,815	6,480	800	640	35	7,955	204	3.022
	Mid 2011	29,200	28,077	357	27,720	7,682	1,000	735	43	9,460	325	2.968
	Mid 2016	36,740	35,325	360	34,965	9,415	1,365	780	35	11,595	327	3.047
Forecast	Mid 2019	39,930	38,399	395	38,004	10,489	1,450	789	35	12,763	359	3.009
	Mid 2029	49,030	47,146	492	46,654	12,983	2,008	1,342	35	16,368	447	2.880
	Mid 2031	50,500	48,560	495	48,065	13,445	2,167	1,460	35	17,108	450	2.838
Incremental	Mid 2006 - Mid 2011	4,200	4,038	133	3,905	1,202	200	95	8	1,505	121	
	Mid 2011 - Mid 2016	7,540	7,248	3	7,245	1,733	365	45	-8	2,135	2	
	Mid 2016 - Mid 2019	3,190	3,074	35	3,039	1,074	85	9	0	1,168	32	
	Mid 2019 - Mid 2029	9,100	8,747	97	8,650	2,494	558	553	0	3,605	88	
	Mid 2019 - Mid 2031	10,570	10,161	100	10,061	2,956	717	671	0	4,345	91	

Source: Growth forecast to 2031 is based on the 2031 forecast in the Places to Grow, Growth Plan for the Greater Golden Horseshoe (2017), Schedule 7 by Watson & Associates Economists Ltd., 2019.

<sup>1</sup> Census undercount estimated at approximately 4.0%. Note: Population including the undercount has been rounded.

<sup>2</sup> Includes townhouses and apartments in duplexes.

<sup>3</sup> Includes bachelor, 1-bedroom and 2-bedroom+ apartments.



Provided below is a summary of the key assumptions and findings regarding the Town of B.W.G. D.C. growth forecast update.

1. Unit Mix (Appendix A – Schedules 1 through 5, 7)

- The unit mix for the Town was derived from the 2017 Municipal Residential Land Budget Summary, as well as historical development activity (as per Schedule 7).
- Based on the above indicators, the 10-year household growth forecast is comprised of a unit mix of 70% low density (single detached and semi-detached), 15% medium density (multiples except apartments) and 15% high density (bachelor, 1-bedroom and 2-bedroom apartments).
- Institutional households are forecast to grow by 88 units over the 10-year forecast 91 units between 2019 to 2031.

2. Geographic Location of Residential Development (Appendix A – Schedule 2)

- Schedule 2 summarizes the anticipated amount, type and location of development for the Town of B.W.G. by development location.
- The percentage of forecast housing growth between 2019 and 2031 by development location is summarized below.

<b>Development Location</b>	<b>Percentage Housing Growth, 2019-2031</b>
Bradford Settlement Area – Greenfield Area (Urban)	49%
Bradford Settlement Area – Built Boundary (Urban)	26%
Bond Head Settlement Area (Urban)	24%
Rural	1%
<b>Total</b>	<b>100%</b>



### 3. Planning Period

- Short and longer-term time horizons are required for the D.C. process. The D.C.A. limits the planning horizon for certain services, such as parks, recreation and libraries, to a 10-year planning horizon. Services related to a highway, public works, fire, police, stormwater, water and wastewater services utilize a longer planning period.

### 4. Population in New Units (Appendix A - Schedules 2 through 5)

- Over the 10-year and longer term forecast periods, the Town is anticipated to average 361 and 334 new housing units per year, respectively.
- The institutional population<sup>1</sup> is anticipated to grow by approximately 95 persons over the 10-year forecast and approximately 100 persons between 2019 and 2031.
- Population in new units is derived from Schedules 3, 4, and 5, which incorporates historical development activity, anticipated units (see unit mix discussion) and average persons per unit (P.P.U.) by dwelling type for new units.
- Schedule 8a and Schedule 8b summarizes the P.P.U. for the new housing units by age and type of dwelling based on a 2016 custom Census data. The total calculated P.P.U. for all density types has been adjusted to account for the P.P.U. trends which has been recently experienced in both new and older units. Adjusted 20-year average P.P.U.'s by dwelling type are as follows:
  - Low density: 3.454
  - Medium density: 2.440
  - High density<sup>2</sup>: 1.636
  - Institutional density 1.100

### 5. Existing Units and Population Change (Appendix A - Schedules 3, 4 and 5)

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

<sup>2</sup> Includes bachelor, 1-bedroom and 2 or more-bedroom apartments.



- Existing households for 2019 are based on the 2016 Census households, plus estimated residential units constructed between 2017 and 2018 assuming a 6-month lag between construction and occupancy (see Schedule 3).
- The decline in average occupancy levels for existing housing units is calculated in Schedules 3 through 5, by aging the existing population over the forecast period. The forecast population decline in existing households over the 10-year and longer term forecast period is approximately 2,230 and 3,000, respectively.

#### 6. Employment (Appendix A, Schedules 10a, 10b, 10c, and 12)

- Employment projections are largely based on the activity rate method, which is defined as the number of jobs in a municipality divided by the number of residents. Key employment sectors include primary, industrial, commercial/ population-related, institutional, and work at home, which are considered individually below.
- 2016 employment data<sup>1</sup> (place of work) for Town of Bradford West Gwillimbury is outlined in Schedule 10a. The 2016 employment base is comprised of the following sectors:
  - 315 primary (4%);
  - 1,175 work at home employment (13%);
  - 2,505 industrial (28%);
  - 2,935 commercial/population related (33%); and
  - 1,895 institutional (22%).
- The 2016 employment by usual place of work, including work at home, is estimated at 8,825. An additional 1,567 employees have been identified for the Town in 2016 that have no fixed place of work (N.F.P.O.W.).<sup>2</sup> The 2016 employment base, including N.F.P.O.W., totals 10,392.

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<sup>1</sup> 2016 employment estimated by Watson & Associates Economists Ltd.

<sup>2</sup> Statistics Canada defines "No Fixed Place of Work" (N.F.P.O.W.) employees as, "persons who do not go from home to the same work place location at the beginning of each shift. Such persons include building and landscape contractors, travelling salespersons, independent truck drivers, etc."



- Total employment, including work at home and N.F.P.O.W., for the Town of B.W.G. is anticipated to reach approximately 17,490 by 2029, and 18,000 by 2031. This represents an employment increase of approximately 6,820 for the 10-year forecast period, and approximately 7,330 for the longer term forecast period.
- Schedule 10b, Appendix A, summarizes the employment forecast, excluding work at home employment and N.F.P.O.W. employment, which is the basis for the D.C. employment forecast. The impact on municipal services from these employees has already been included in the population forecast. The need for municipal services related to N.F.P.O.W. employees has largely been included in the employment forecast by usual place of work (i.e. employment and gross floor area (G.F.A.) in the retail and accommodation sectors generated from N.F.P.O.W. construction employment). Furthermore, since these employees have no fixed work address, they cannot be captured in the non-residential G.F.A. calculation. Accordingly, work at home and N.F.P.O.W. employees have been removed from the D.C. calculation.
- Total employment for the Town of B.W.G. (excluding work at home and N.F.P.O.W. employment) is anticipated to reach approximately 13,900 by 2029 and 14,310 by 2031. This represents an employment increase of approximately 6,190 and 6,600 over the 10-year and longer term forecast periods, respectively.

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

- Square footage estimates were calculated in Schedule 10b based on the following employee density assumptions:
  - 1,300 sq.ft. per employee for industrial;
  - 500 sq.ft. per employee for commercial/population-related; and
  - 700 sq.ft. per employee for institutional employment.
- The Town-wide incremental G.F.A. increase is anticipated to be 6.75 million sq.ft. over the 10-year forecast period and 7.15 million sq.ft. over the longer term forecast period.
- In terms of percentage growth, the longer term incremental G.F.A. forecast by sector is broken down as follows:
  - industrial – 88%;





- commercial/population-related – 10%; and
  - institutional – 2%.
- The percentage of forecast employment growth between 2019 and 2031 by development location is summarized below.

<b>Development Location</b>	<b>Percentage Employment Growth, 2019-2031</b>
Bradford Settlement Area – Greenfield Area (Urban)	13%
Bradford Settlement Area – Built Boundary (Urban)	6%
Bond Head Settlement Area (Urban)	1%
Bradford West Gwillimbury Strategic Settlement Employment Area	80%
Rural	0%
<b>Total</b>	<b>100%</b>



# Chapter 4

## The Approach to the Calculation of the Charge



## 4. The Approach to the Calculation of the Charge

### 4.1 Introduction

---

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

### 4.2 Services Potentially Involved

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

A number of these services are defined in subsection 2 (4) of the D.C.A. as being ineligible for inclusion in D.C.s. These are shown as “ineligible” on Table 4-1. Two ineligible costs defined in subsection 5 (3) of the D.C.A. are “computer equipment” and “rolling stock with an estimated useful life of (less than) seven years...” In addition, local roads are covered separately under subdivision agreements and related means (as are other local services). Services which are potentially eligible for inclusion in the Town’s D.C. are indicated with a “Yes.”

### 4.3 Increase in the Need for Service

---

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



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

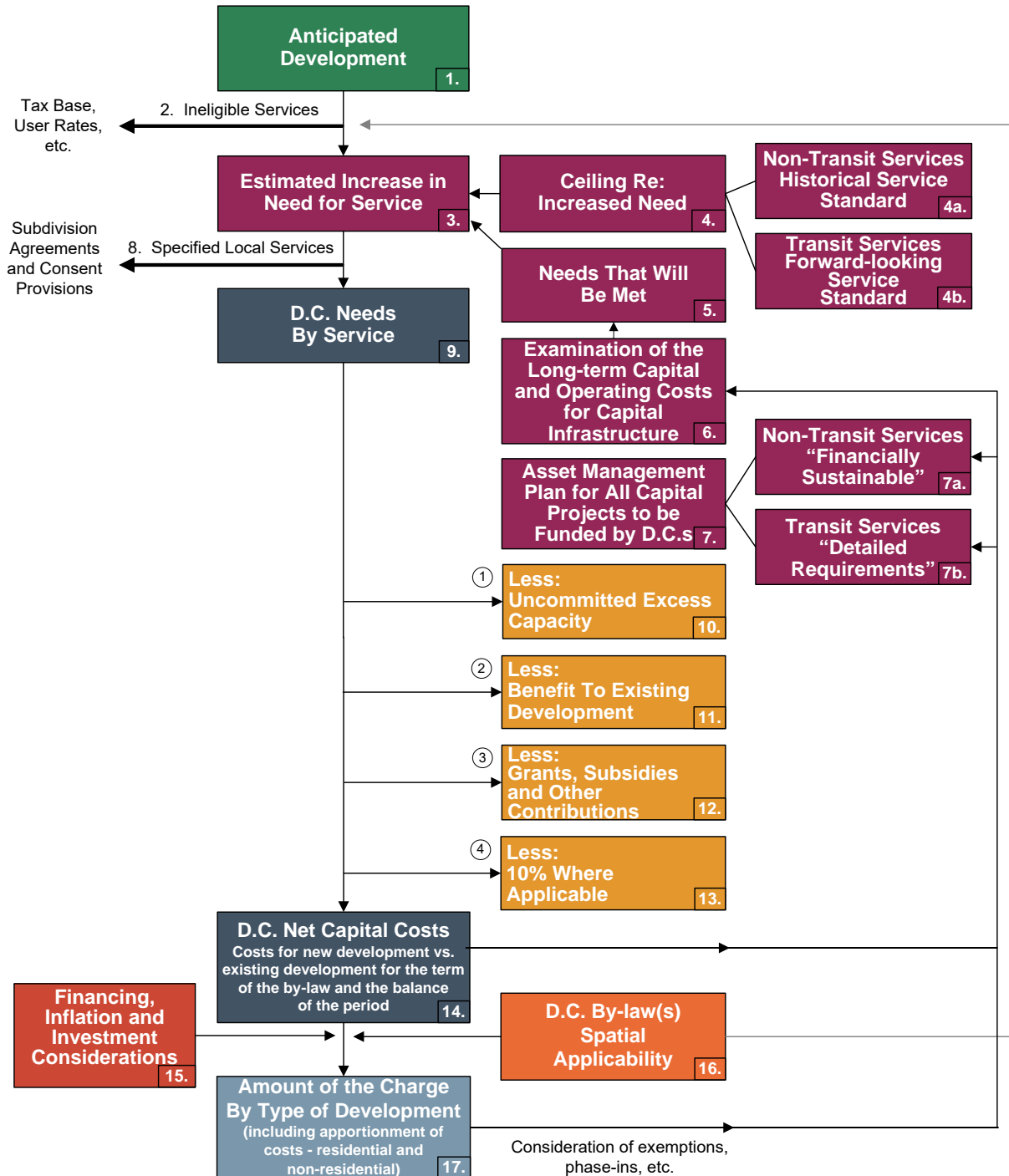




Table 4-1  
Categories of Municipal Services to be Addressed as Part of the Calculation

Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery %
1. Services Related to a Highway	No	1.1 Arterial roads	100
	No	1.2 Collector roads	100
	No	1.3 Bridges, Culverts and Roundabouts	100
	No	1.4 Local municipal roads	0
	No	1.5 Traffic signals	100
	No	1.6 Sidewalks and streetlights	100
	No	1.7 Active Transportation	100
2. Other Transportation Services	Yes	2.1 Transit vehicles <sup>1</sup> & facilities	100
	Yes	2.2 Other transit infrastructure	100
	Yes	2.3 Municipal parking spaces - indoor	90
	Yes	2.4 Municipal parking spaces - outdoor	90
	Yes	2.5 Works Yards	100
	Yes	2.6 Rolling stock <sup>1</sup>	100
	n/a	2.7 Ferries	90
	n/a	2.8 Airport	90
3. Stormwater Drainage and Control Services	No	3.1 Main channels and drainage trunks	100
	No	3.2 Channel connections	100
	No	3.3 Retention/detention ponds	100
4. Fire Protection Services	Yes	4.1 Fire stations	100
	Yes	4.2 Fire pumpers, aerials and rescue vehicles <sup>1</sup>	100
	Yes	4.3 Small equipment and gear	100

<sup>1</sup>with 7+ year life time

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



Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery %
5. Outdoor Recreation Services (i.e. Parks and Open Space)	Ineligible	5.1 Acquisition of land for parks, woodlots and E.S.A.s	0
	Yes	5.2 Development of area municipal parks	90
	Yes	5.3 Development of district parks	90
	Yes	5.4 Development of municipal-wide parks	90
	Yes	5.5 Development of special purpose parks	90
	Yes	5.6 Parks rolling stock <sup>1</sup> and yards	90
6. Indoor Recreation Services	Yes	6.1 Arenas, indoor pools, fitness facilities, community centres, etc. (including land)	90
	Yes	6.2 Recreation vehicles and equipment <sup>1</sup>	90
7. Library Services	Yes	7.1 Public library space (incl. furniture and equipment)	90
	Yes	7.2 Library vehicles <sup>1</sup>	90
	Yes	7.3 Library materials	90
8. Electrical Power Services	Ineligible	8.1 Electrical substations	0
	Ineligible	8.2 Electrical distribution system	0
	Ineligible	8.3 Electrical system rolling stock	0
9. Provision of Cultural, Entertainment and Tourism Facilities and Convention Centres	Ineligible	9.1 Cultural space (e.g. art galleries, museums and theatres)	0
	Ineligible	9.2 Tourism facilities and convention centres	0
10. Wastewater Services	No	10.1 Treatment plants	100
	No	10.2 Sewage trunks	100
	n/a	10.3 Local systems	0
	No	10.4 Vehicles and equipment <sup>1</sup>	100

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<sup>1</sup>with 7+ year life time



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

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<sup>1</sup>with 7+ year life time



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

<sup>1</sup>with a 7+ year life time

<sup>2</sup>same percentage as service component to which it pertains

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





## 4.4 Local Service Policy

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

## 4.5 Capital Forecast

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

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

The capital costs include:

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

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



## 4.6 Treatment of Credits

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Section 8, paragraph 5, of O.Reg. 82/98 indicates that a D.C. background study must set out “the estimated value of credits that are being carried forward relating to the service.” Subsection 17, paragraph 4, of the same Regulation indicates that “...the value of the credit cannot be recovered from future D.C.s,” if the credit pertains to an ineligible service. This implies that a credit for eligible services can be recovered from future D.C.s. As a result, this provision should be made in the calculation, in order to avoid a funding shortfall with respect to future service needs. There are no credits included in the D.C. calculation.

## 4.7 Existing Reserve Funds

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Section 35 of the D.C.A. states that:

“The money in a reserve fund established for a service may be spent only for capital costs determined under paragraphs 2 to 8 of subsection 5 (1).”

There is no explicit requirement under the D.C.A. calculation method set out in subsection 5 (1) to net the outstanding reserve fund balance as part of making the D.C. calculation; however, section 35 does restrict the way in which the funds are used in future.

For services which are subject to a per capita based, service level “cap,” the reserve fund balance should be applied against the development-related costs for which the charge was imposed once the project is constructed (i.e. the needs of recent growth). This cost component is distinct from the development-related costs for the next 10-year period, which underlie the D.C. calculation herein.

The alternative would involve the Town spending all reserve fund monies prior to renewing each by-law, which would not be a sound basis for capital budgeting. Thus, the Town will use these reserve funds for the Town’s cost share of applicable development-related projects, which are required but have not yet been undertaken, as a way of directing the funds to the benefit of the development which contributed them (rather than to future development, which will generate the need for additional facilities directly proportionate to future growth).



The Town's D.C. Reserve Fund Balance by service at December 31, 2018 (adjusted for outstanding commitments and debt payments) is shown below:

Service	Dec 31, 2018 Balance	Commitments	Debt Adjustment	Adjusted Dec 31, 2018 Balance
Roads Related Facilities and Vehicles	(\$850,822)			(\$850,822)
Parking	\$65,646	(\$228,953)		(\$163,308)
Fire Protection Services	\$2,105,585			\$2,105,585
Police Services	(\$3,170,845)		\$1,369,524	(\$1,801,320)
Outdoor Recreation Services	(\$1,950,476)			(\$1,950,476)
Indoor Recreation Services	(\$8,153,015)		\$9,165,971	\$1,012,956
Library Services	(\$1,835,254)		\$704,733	(\$1,130,520)
Administration	\$509,481			\$509,481
<b>Total</b>	<b>(\$13,279,700)</b>	<b>(\$228,953)</b>	<b>\$11,240,229</b>	<b>(\$2,268,424)</b>

Note: Amounts in brackets are Deficit balances.

## 4.8 Deductions

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

- the level of service ceiling;
- uncommitted excess capacity;
- benefit to existing development;
- anticipated grants, subsidies and other contributions; and
- 10% reduction for certain services.

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

### 4.8.1 Reduction Required by Level of Service Ceiling

This is designed to ensure that the increase in need included in section 4.3 does "...not include an increase that would result in the level of service (for the additional development increment) exceeding the average level of the service provided in the Municipality over the 10-year period immediately preceding the preparation of the background study..." O.Reg. 82.98 (section 4) goes further to indicate that "...both the

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<sup>1</sup> Reserve balance to be combined with Administration Studies.



quantity and quality of a service shall be taken into account in determining the level of service and the average level of service.”

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

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

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

#### ***4.8.2 Reduction for Uncommitted Excess Capacity***

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

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

#### ***4.8.3 Reduction for Benefit to Existing Development***

Section 5 (1) 6 of the D.C.A. provides that, “The increase in the need for service must be reduced by the extent to which an increase in service to meet the increased need



would benefit existing development.” The general guidelines used to consider benefit to existing development included:

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

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

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

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



#### **4.8.4 Reduction for Anticipated Grants, Subsidies and Other Contributions**

This step involves reducing the capital costs necessary to provide the increased services by capital grants, subsidies and other contributions (including direct developer contributions required due to the local service policy) made or anticipated by Council and in accordance with various rules such as the attribution between the share related to new vs. existing development. That is, some grants and contributions may not specifically be applicable to growth or where Council targets fundraising as a measure to offset impacts on taxes (O.Reg. 82/98 section 6).

#### **4.8.5 The 10% Reduction**

Paragraph 8 of subsection 5 (1) of the D.C.A. requires that, “the capital costs must be reduced by 10 per cent.” This paragraph does not apply to water supply services, waste water services, storm water drainage and control services, services related to a highway, police and fire protection services. The primary services to which the 10% reduction does apply include services such as parks, recreation, libraries, childcare/ social services, the Provincial Offences Act, ambulance, homes for the aged, and health.

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

### **4.9 Municipal-wide vs. Area Rating**

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This step involves determining whether all of the subject costs are to be recovered on a uniform municipal-wide basis or whether some or all are to be recovered on an area-specific basis. Under the amended D.C.A., it is now mandatory to “consider” area-rating of services (providing charges for specific areas and services), however, it is not mandatory to implement area-rating. Further discussion is provided in section 7.4.4.

### **4.10 Allocation of Development**

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This step involves relating the costs involved to anticipated development for each period under consideration and using allocations between residential and non-residential

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development and between one type of development and another, to arrive at a schedule of charges.

## 4.11 Asset Management

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The new legislation now requires that a D.C. background study must include an asset management plan (subsection 10 (2) c. 2). The asset management plan (A.M.P.) must deal with all assets that are proposed to be funded, in whole or in part, by D.C.s. The current regulations provide very extensive and specific requirements for the A.M.P. related to transit services (as noted in the subsequent subsection); however, they are silent with respect to how the A.M.P. is to be provided for all other services. As part of any A.M.P., the examination should be consistent with the municipality's existing assumptions, approaches and policies on the asset management planning. This examination has been included in Appendix G.

## 4.12 Transit

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The most significant changes to the Act relate to the transit service. These changes relate to four areas of the calculations, as follows:

- A. Transit no longer requires the statutory 10% mandatory deduction from the net capital cost (subsection 5.2 (i) of the D.C.A.).
- B. The background study requires the following in regard to transit costs (as per subsection 8 (2) of the Regulations):
  1. The calculations that were used to prepare the estimate for the planned level of service for the transit services, as mentioned in subsection 5.2 (3) of the Act.
  2. An identification of the portion of the total estimated capital cost relating to the transit services that would benefit,
    - i. the anticipated development over the 10-year period immediately following the preparation of the background study, or
    - ii. the anticipated development after the 10-year period immediately following the preparation of the background study.



3. An identification of the anticipated excess capacity that would exist at the end of the 10-year period immediately following the preparation of the background study.
  4. An assessment of ridership forecasts for all modes of transit services proposed to be funded by the development charge over the 10-year period immediately following the preparation of the background study, categorized by development types, and whether the forecasted ridership will be from existing or planned development.
  5. An assessment of the ridership capacity for all modes of transit services proposed to be funded by the development charge over the 10-year period immediately following the preparation of the background study.
- C. A new forward-looking service standard (as per subsection 6.1 (2) of the Regulations):
1. The service is a discrete service.
  2. No portion of the service that is intended to benefit anticipated development after the 10-year period immediately following the preparation of the background study may be included in the estimate.
  3. No portion of the service that is anticipated to exist as excess capacity at the end of the 10-year period immediately following the preparation of the background study may be included in the estimate.
- D. A very detailed asset management strategy and reporting requirements (subsection 6.1 (3) of the Regulation) that includes lifecycle costs, action plans that will enable the assets to be sustainable, summary of how to achieve the proposed level of service, discussion on procurement measures and risk.

Watson retained Dillon to undertake the above calculations, which are provided in Appendix F of this study.





# Chapter 5

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



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

### 5.1 Introduction

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

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

### 5.2 Service Levels and 10-Year Capital Costs for D.C. Calculation

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This section evaluates the development-related capital requirements for all of the "softer" services over a 10-year planning period. Each service component is evaluated on two format sheets: the average historical 10-year level of service calculation (see Appendix B), which "caps" the D.C. amounts; and, the infrastructure cost calculation, which determines the potential D.C. recoverable cost.

#### 5.2.1 *Transit Services*

Under Bill 73, changes to the D.C.A. now require a forward-looking forecast for ridership in order to determine the D.C. eligibility of any future transit vehicles. Dillon and Town staff have worked closely together to identify the requirements for transit to accommodate growth. Growth in transit requirements was based on the growth in population and employment over the next 10 years. Dillon and Town staff identified the need to introduce and/or increase service in the B.W.G. Settlement Employment Area, Bond Head Settlement Area and Bradford Urban Area. Based on the anticipated growth in these areas and the information provided in Dillon's technical report in Appendix F, it has been determined that five additional 26 ft. buses will be required over the next ten years at a total gross capital cost of \$880,200. A deduction of \$29,700 has been made to account for the benefit to growth beyond the 2019-2028 forecast period.



An additional deduction of \$615,700 has been made to reflect the benefit these buses will have to existing development. This results in a total net D.C. recoverable amount of \$234,800 for transit services.

The growth costs have been allocated 59% residential and 41% non-residential based on the incremental growth in population to employment, for the 10-year forecast period.



### Infrastructure Costs Included in the Development Charges Calculation

Town of Bradford West Gwillimbury  
Service Transit Services

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non- Residential Share
	2019-2028									59%	41%
1	26-ft. Buses (5)	2019-2028	880,200	29,700		850,500	615,700		234,800	138,532	96,268
	<b>Total</b>		<b>880,200</b>	<b>29,700</b>	<b>-</b>	<b>850,500</b>	<b>615,700</b>	<b>-</b>	<b>234,800</b>	<b>138,532</b>	<b>96,268</b>



### **5.2.2 Parking**

The Town provides and maintains a total of 509 parking spaces. Over the past ten years, the average level of service was 0.02 parking spaces per capita or an investment of \$116 per capita. Based on this service standard, the Town would be eligible to collect approximately \$1,012,203 from D.C.s for parking services.

The Town has identified the need for a new parking lot which has a gross capital cost of \$250,000. An additional \$163,308 has been included in the calculation to account for the reserve fund deficit. After the 10% statutory deduction, \$388,308 has been included in the D.C. calculation for parking services.

The growth-related costs for parking have been allocated 59% residential and 41% non-residential based on the incremental growth in population to employment, for the 10-year forecast period.



### Infrastructure Costs Included in the Development Charges Calculation

Town of Bradford West Gwillimbury  
Service Parking Services - Parking Spaces

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Subtotal	Less:	Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development		Other (e.g. 10% Statutory Deduction)	Total	Residential Share	Non-Residential Share
	2019-2028											59%	41%
1	Parking Lot	2019-2028	250,000	-		250,000	-		250,000	25,000	225,000	132,750	92,250
2	Reserve Fund Adjustment		163,308			163,308	-		163,308		163,308	96,352	66,956
	<b>Total</b>		<b>413,308</b>	<b>-</b>	<b>-</b>	<b>413,308</b>	<b>-</b>	<b>-</b>	<b>413,308</b>	<b>25,000</b>	<b>388,308</b>	<b>229,102</b>	<b>159,206</b>



### **5.2.3 Outdoor Recreation Services**

The Town currently has 157 acres of parkland within its jurisdiction consisting of community parks, neighbourhood parks and parkettes. The Town has sustained the current level of service over the historic 10-year period (2009-2018), with an average of 3.6 acres of parkland; 346.1 linear metres of trails, and 16.1 parkland amenities items per 1,000 population. Including parkland, trails, and parkland amenities (e.g. ball diamonds, playground equipment, soccer fields, etc.), the level of service provided is approximately \$472 per capita. When applied over the forecast period, this average level of service translates into a D.C.-eligible amount of \$4,130,158.

Based on the projected growth over the 10-year forecast period, the Town has identified \$17,980,500 in future growth capital costs for parkland development. These projects include, the 40 acres of parkland development, phase 2 of Henderson Park, the expansion of Magani Park and 5 additional tennis courts. Of the total cost, \$14,802,200 benefits growth in the post 10-year forecast period. A deduction of \$1,000,000 has been made to account for a grant provided for Henderson Park. An additional \$1,950,476 has been added to the calculation to account for the reserve fund deficit. The net growth capital cost after the mandatory 10% deduction is \$3,910,946.

The Town also provides a fleet related to parks consisting of 60 vehicles. This provides an average level of service of 1.7 items per 1,000 population equating to an investment of \$63 per capita. This level of service translates into a D.C. eligible amount of \$550,186. The Town has identified the need for additional park vehicles and equipment at a gross capital cost of \$1,275,000. A deduction of \$408,300 has been made to account for the benefit to growth beyond the 10-year forecast period as well as a \$316,700 deduction for benefit to existing development. After the 10% mandatory deduction, a net D.C. amount of \$495,000 has been included in the calculation.

As the predominant users of outdoor recreation tend to be residents of the Town, the forecast growth-related costs have been allocated 95% to residential and 5% to non-residential.



**Infrastructure Costs Included in the Development Charges Calculation**

Town of Bradford West Gwillimbury  
 Service: Outdoor Recreation Services - Parkland Development

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Subtotal	Less:	Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development		Other (e.g. 10% Statutory Deduction)	Total	Residential Share	Non-Residential Share
	2019-2028											95%	5%
1	Parkland Development re: new development (+/- 40 acres)	2019-2028	6,000,000	5,400,000		600,000	-		600,000	60,000	540,000	513,000	27,000
2	Development - Henderson (42 acres) Phase 2	2024-2028	8,500,000	6,510,000		1,990,000	-	1,000,000	990,000	99,000	891,000	846,450	44,550
3	Expansion of Magani Park	2019-2024	3,000,000	2,700,000		300,000	-		300,000	30,000	270,000	256,500	13,500
4	Additional Tennis Courts (5)	2019-2028	480,500	192,200		288,300	-		288,300	28,830	259,470	246,497	12,974
5	Reserve Fund Adjustment		1,950,476	-		1,950,476	-		1,950,476		1,950,476	1,852,952	97,524
	<b>Total</b>		<b>19,930,976</b>	<b>14,802,200</b>	<b>-</b>	<b>5,128,776</b>	<b>-</b>	<b>1,000,000</b>	<b>4,128,776</b>	<b>217,830</b>	<b>3,910,946</b>	<b>3,715,399</b>	<b>195,547</b>





### Infrastructure Costs Included in the Development Charges Calculation

Town of Bradford West Gwillimbury  
 Service Outdoor Recreation Services - Parks Vehicles and Equipment

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Subtotal	Less:	Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development		Other (e.g. 10% Statutory Deduction)	Total	Residential Share	Non- Residential Share
2019-2028											95%	5%	
1	Toro Groundsmaster 400D	2021	81,000	-		81,000	-		81,000	8,100	72,900	69,255	3,645
2	Zero Turn Mower	2021	62,000	-		62,000	-		62,000	6,200	55,800	53,010	2,790
3	70 HP Tractor	2021	112,000	-		112,000	44,800		67,200	6,720	60,480	57,456	3,024
4	Bobcat 2300 Utility Vehicle	2020	62,000	-		62,000	-		62,000	6,200	55,800	53,010	2,790
5	Pickup Truck	2021	50,000	-		50,000	25,000		25,000	2,500	22,500	21,375	1,125
6	Toro Groundsmaster 400D	2023	81,000	-		81,000	16,200		64,800	6,480	58,320	55,404	2,916
7	Toro 5040 Infield Groomer	2019	37,000	-		37,000	-		37,000	3,700	33,300	31,635	1,665
8	Haul-All Garbage Truck	2020	112,000	-		112,000	-		112,000	11,200	100,800	95,760	5,040
9	Pickup Truck	2025	45,000	22,500		22,500	22,500		-	-	-	-	-
10	Toro 5040 Infield Groomer	2020	39,000	-		39,000	-		39,000	3,900	35,100	33,345	1,755
11	Bobcat 2300 Utility Vehicle	2024	68,000	54,400		13,600	13,600		-	-	-	-	-
12	45 HP Utility Tractor	2026	60,000	48,000		12,000	12,000		-	-	-	-	-
13	One Ton Dump Truck	2024	75,000	52,500		22,500	22,500		-	-	-	-	-
14	Haul-All Truck	2025	112,000	56,000		56,000	56,000		-	-	-	-	-
15	Toro Groundsmaster 5910	2025	125,000	87,500		37,500	37,500		-	-	-	-	-
16	Pickup Truck	2025	50,000	25,000		25,000	25,000		-	-	-	-	-
17	Ice Resurfacers	2026	104,000	62,400		41,600	41,600		-	-	-	-	-
	<b>Total</b>		<b>1,275,000</b>	<b>408,300</b>	<b>-</b>	<b>866,700</b>	<b>316,700</b>	<b>-</b>	<b>550,000</b>	<b>55,000</b>	<b>495,000</b>	<b>470,250</b>	<b>24,750</b>



### **5.2.4 Indoor Recreation Services**

With respect to recreation facilities, there are currently ten facilities provided by the Town amounting to a total of 284,405 sq.ft. of space. The average historic level of service for the previous ten years has been approximately 7.56 sq.ft. of space per capita or an investment of \$2,721 per capita. Based on this service standard, the Town would be eligible to collect \$23,803,736 from D.C.s for facility space.

The Town has provided for the need for operation centres, additional recreation facilities and fitness equipment. The costs of these projects are \$31,560,000. In addition to these projects, outstanding discounted debt principal of \$9,165,971 and interest (discounted) of \$663,001 on the Leisure Centre has been included. A deduction of \$15,912,000 has been made to recognize the benefit to growth beyond the 10-year period. An additional deduction of \$1,012,956 has been made to account for the reserve fund surplus leading to a D.C.-recoverable amount of \$22,899,216 after the 10% mandatory deduction.

While indoor recreation service usage is predominately residential-based, there is some use of the facility by non-residential users. To acknowledge this use, the growth-related capital costs have been allocated 95% residential and 5% non-residential.



### Infrastructure Costs Included in the Development Charges Calculation

Town of Bradford West Gwillimbury  
Service Indoor Recreation Services - Facilities

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Subtotal	Less:	Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development		Other (e.g. 10% Statutory Deduction)	Total	Residential Share	Non-Residential Share
2019-2028											95%	5%	
1	Leisure Centre Outstanding Debt Principal - Growth Related Component Only	2019-2022	9,165,971	-		9,165,971	-		9,165,971		9,165,971	8,707,672	458,299
2	Leisure Centre Outstanding Debt Interest (Discounted) - Growth Related Component Only	2019-2022	663,001	-		663,001	-		663,001		663,001	629,851	33,150
3	Operation Centre (same location as Engineering)	2028-2031	3,000,000	-		3,000,000	-		3,000,000	300,000	2,700,000	2,565,000	135,000
4	Additional Recreation Facilities	2027-2028	26,000,000	15,912,000		10,088,000	-		10,088,000	1,008,800	9,079,200	8,625,240	453,960
5	Fitness Equipment for Leisure Centre	2019-2028	60,000	-		60,000	-		60,000	6,000	54,000	51,300	2,700
6	Operation Centre - Bond Head	2022-2024	2,500,000	-		2,500,000	-		2,500,000	250,000	2,250,000	2,137,500	112,500
7	Reserve Fund Adjustment			-		-	1,012,956		(1,012,956)		(1,012,956)	(962,308)	(50,648)
	<b>Total</b>		<b>41,388,972</b>	<b>15,912,000</b>	<b>-</b>	<b>25,476,972</b>	<b>1,012,956</b>	<b>-</b>	<b>24,464,016</b>	<b>1,564,800</b>	<b>22,899,216</b>	<b>21,754,255</b>	<b>1,144,961</b>



### **5.2.5 Library Services**

The Town Library is 42,224 sq.ft. in size. Over the past ten years, the average level of service was 1.11 sq.ft. of space per capita or an investment of \$580 per capita. Based on this service standard, the Town would be eligible to collect approximately \$5,073,173 from D.C.s for Library facility space.

The outstanding growth-related debt which was issued on the library built in 2011 has been included in the D.C. calculation. The principal equates to \$1,916,763 and the discounted interest is \$133,858. An additional branch has been identified at a cost of \$4,235,000, with a deduction of \$2,350,400 to account for post period benefit. These amounts, along with the current reserve fund deficit of \$1,863,400 have been included in the D.C. calculations resulting in a net D.C. recoverable amount of \$4,877,281 (after the 10% mandatory deduction).

The Town has an inventory of library collection items (176,515 items currently). These collection items include various materials including books, reference materials and electronic resources all of which have a total value of approximately \$7.53 million. Over the past ten years, the average level of service was 4.20 collection items per capita or an investment of \$190 per capita. Based on this service standard, the Town would be eligible to collect approximately \$1,661,755 from D.C.s for library collection items (over the 10-year period).

Based on the projected growth over the 10-year forecast period (2019-2023), additions to the collection have been identified for future capital at a gross cost of \$1.45 million. The net growth-related capital cost to be included in the D.C. is \$1,305,000 (after the mandatory 10% deduction).

While library usage is predominately residential based, there is some use of the facilities by non-residential users, for the purpose of research. To acknowledge this use, the growth-related capital costs have been allocated 95% residential and 5% non-residential.



**Infrastructure Costs Included in the Development Charges Calculation**

Town of Bradford West Gwillimbury  
Service Library Services - Facilities

Prj.No	Increased Service Needs Attributable to Anticipated Development  2019-2028	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Subtotal	Less:	Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development		Other (e.g. 10% Statutory Deduction)	Total	Residential Share  95%	Non- Residential Share  5%
1	Library Outstanding Debt Principal - Growth Related Component Only	2019-2022	1,916,763	-		1,916,763	-		1,916,763		1,916,763	1,820,925	95,838
2	Library Outstanding Debt Interest (Discounted) - Growth Related Component Only	2019-2022	133,858	-		133,858	-		133,858		133,858	127,165	6,693
3	Additional Branch	2025-2028	4,235,000	2,350,400		1,884,600	-		1,884,600	188,460	1,696,140	1,611,333	84,807
4	Reserve Fund Adjustment		1,130,520	-		1,130,520	-		1,130,520		1,130,520	1,073,994	56,526
	<b>Total</b>		<b>7,416,141</b>	<b>2,350,400</b>	<b>-</b>	<b>5,065,741</b>	<b>-</b>	<b>-</b>	<b>5,065,741</b>	<b>188,460</b>	<b>4,877,281</b>	<b>4,633,416</b>	<b>243,864</b>



**Infrastructure Costs Included in the Development Charges Calculation**

Town of Bradford West Gwillimbury  
Service Library Services - Collection Materials

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Subtotal	Less:	Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development		Other (e.g. 10% Statutory Deduction)	Total	Residential Share	Non-Residential Share
2019-2028											95%	5%	
1	Additions to Library Collection	2019-2023	725,000	-		725,000	-		725,000	72,500	652,500	619,875	32,625
2	Additions to Library Collection	2024-2028	725,000	-		725,000	-		725,000	72,500	652,500	619,875	32,625
	<b>Total</b>		<b>1,450,000</b>	<b>-</b>	<b>-</b>	<b>1,450,000</b>	<b>-</b>	<b>-</b>	<b>1,450,000</b>	<b>145,000</b>	<b>1,305,000</b>	<b>1,239,750</b>	<b>65,250</b>



## 5.2.6 Administration

The D.C.A. permits the inclusion of studies undertaken to facilitate the completion of the Town's capital works program. The Town has made provisions for the inclusion of new studies undertaken to facilitate this D.C. process, as well as other studies which benefit growth (in whole or in part). The list of studies includes such studies as the following:

- Official Plan Updates;
- Zoning By-law Update;
- Development Charge Studies;
- Growth Related Planning Studies;
- Transportation Studies;
- Town Engineering Standards Review;
- Transit Studies;
- Parking Study;
- Library Strategic Plans;
- Library & Fire Master Plans;
- Growth-Related Organizational Review;
- Community Park Plan;
- Leisure Services Master Plan Update; and
- Space Needs Study.

The cost of these studies is \$3,498,000, of which \$551,400 is attributable to existing benefit and \$496,000 is attributable to growth beyond the 2019-2028 forecast period. In addition, a deduction of \$509,481 has been made to account for the existing reserve fund balance. The net growth-related capital cost, after the mandatory 10% deduction and the application of the existing reserve balance is \$1,786,579 and has been included in the D.C. calculation.

These costs have been allocated 59% residential and 41% non-residential based on the incremental growth in population to employment for the 10-year forecast period.



### Infrastructure Costs Included in the Development Charges Calculation

Town of Bradford West Gwillimbury  
Service Administration - Studies

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Subtotal	Less:	Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development		Other (e.g. 10% Statutory Deduction)	Total	Residential Share	Non-Residential Share
2019-2028											59%	41%	
1	Development Charges Study (Soft Services)	2019	85,000	-		85,000	-		85,000	8,500	76,500	45,135	31,365
2	Development Charges Study (Hard Services)	2022	128,000	-		128,000	-		128,000	12,800	115,200	67,968	47,232
3	Development Charges Study (Soft Services)	2024	105,000	-		105,000	-		105,000	10,500	94,500	55,755	38,745
4	Development Charges Study (Hard Services)	2026	149,000	-		149,000	-		149,000	14,900	134,100	79,119	54,981
5	Development Charges Study (Soft Services)	2029	125,000	125,000		-	-		-	-	-	-	-
6	Development Charges Study (Hard Services)	2030	171,000	171,000		-	-		-	-	-	-	-
7	Official Plan Update (Balance to be funded)	2019	40,000	-		40,000	10,000		30,000	3,000	27,000	15,930	11,070
8	Official Plan Update	2022-2025	200,000	-		200,000	50,000		150,000	15,000	135,000	79,650	55,350
9	Zoning By-law Update	2020-2022	200,000	-		200,000	50,000		150,000	15,000	135,000	79,650	55,350
10	Growth Related Planning Studies	2019-2031	500,000	125,000		375,000	50,000		325,000	32,500	292,500	172,575	119,925
11	Transportation Studies (i.e. Traffic Management and Modelling)	2019	200,000	-		200,000	20,000		180,000		180,000	106,200	73,800
12	Town Engineering Standards Review	2019	115,000	-		115,000	11,500		103,500		103,500	61,065	42,435
13	Transit Study	2020	58,000	-		58,000	29,000		29,000		29,000	17,110	11,890
14	Transit Study	2024	58,000	-		58,000	29,000		29,000		29,000	17,110	11,890
15	Parking Study	2015	115,000	-		115,000	86,300		28,700	2,870	25,830	15,240	10,590
16	Library Strategic Plan	2020	58,000	-		58,000	29,000		29,000	2,900	26,100	15,399	10,701
17	Library Strategic Plan - Organizational	2021	35,000	-		35,000	17,500		17,500	1,750	15,750	9,293	6,458
18	Library Master Service Plan	2024	81,000	-		81,000	20,300		60,700	6,070	54,630	32,232	22,398
19	Fire Master Plan Update (5 yr)	2020	50,000	-		50,000	25,000		25,000		25,000	14,750	10,250
20	Fire - Community Risk Assessment	2020	50,000	-		50,000	25,000		25,000		25,000	14,750	10,250
21	Fire Master Plan Update (10yr)	2025	25,000	-		25,000	6,300		18,700		18,700	11,033	7,667
22	Fire Master Plan Update (15yr)	2030	50,000	50,000		-	-		-		-	-	-
23	Fire Master Plan Update (20yr)	2035	25,000	25,000		-	-		-		-	-	-





### Infrastructure Costs Included in the Development Charges Calculation

Town of Bradford West Gwillimbury  
Service Administration - Studies

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Subtotal	Less:	Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development		Other (e.g. 10% Statutory Deduction)	Total	Residential Share	Non-Residential Share
	2019-2028											59%	41%
24	Growth-Related Organizational Review	2021	75,000	-		75,000	-		75,000	7,500	67,500	39,825	27,675
25	Community Park Plan - Henderson (Phase 2)	2022	100,000	-		100,000	-		100,000	10,000	90,000	53,100	36,900
26	Leisure Services Master Plan Update	2022	75,000	-		75,000	-		75,000	7,500	67,500	39,825	27,675
27	Space Needs Study	2019	75,000	-		75,000	37,500		37,500	3,750	33,750	19,913	13,838
28	Transportation Studies	2022-2023	300,000	-		300,000	30,000		270,000		270,000	159,300	110,700
29	Transportation Studies	2025-2026	250,000	-		250,000	25,000		225,000		225,000	132,750	92,250
30	Reserve Fund Adjustment					-	509,481		(509,481)		(509,481)	(300,594)	(208,887)
	<b>Total</b>		<b>3,498,000</b>	<b>496,000</b>	<b>-</b>	<b>3,002,000</b>	<b>1,060,881</b>	<b>-</b>	<b>1,941,119</b>	<b>154,540</b>	<b>1,786,579</b>	<b>1,054,082</b>	<b>732,498</b>



## 5.3 Service Levels and 13-Year Capital Costs for Bradford West Gwillimbury's D.C. Calculation

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This section evaluates the development-related capital requirements for those services with 13-year capital costs.

### 5.3.1 Roads Related Facilities and Vehicles

The Town operates their Public Works service out of a number of facilities. The facilities provide approximately 69,607 sq.ft. of building area, providing for a per capita average level of service of 1.74 sq.ft. or \$367 per capita. This level of service provides the Town with a maximum D.C.-eligible amount for recovery over the forecast period of \$3,724,921.

For Public Works facilities, four projects have been identified for inclusion in the D.C. Calculation, including operations centre space, a storage facility in Bond Head, a Sand/Salt dome in Bond Head and a general provision for additional space. These projects have a total gross capital cost of \$13,912,000 of which \$6,825,000 is attributable to growth in the post forecast period, \$4,218,800 benefits existing development and the balance of \$2,868,200 is attributable to growth in the current forecast period. An additional \$850,822 has been included in the calculation to account for the reserve fund deficit resulting in a net D.C.-recoverable amount of \$3,719,022.

The Public Works Department has a variety of vehicles and major equipment totaling \$18.03 million. This inventory provides for a per capita standard of \$450. Over the forecast period, the D.C.-eligible amount for vehicles and equipment is \$4,568,081. Additional growth-related vehicle items have been identified for the forecast period, which totals \$5,806,000. From this total, \$1,230,500 has been deducted as it benefits growth in the post 13-year forecast period, resulting in a total of \$4,555,500 for inclusion in the D.C. calculation.

The residential/non-residential capital cost allocation for facilities and fleet is based on a 61%/39% split which is based on the incremental growth in population to employment for the 13-year forecast period.



### Infrastructure Costs Included in the Development Charges Calculation

Town of Bradford West Gwillimbury  
Service: Roads Related - Facilities

Prj .No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
2019-2031									61%	39%	
1	Operations Centre Space	2019-2021	6,497,000	-		6,497,000	4,180,500		2,316,500	1,413,065	903,435
2	Storage Facility - Bond Head	2019	115,000	-		115,000	38,300		76,700	46,787	29,913
3	Sand/Salt Dome - Bond Head	2024	300,000	-		300,000	-		300,000	183,000	117,000
4	Provision for Additional Operations Space	2028-2031	7,000,000	6,825,000		175,000	-		175,000	106,750	68,250
5	Reserve Fund Adjustment		850,822	-		850,822	-		850,822	519,001	331,821
	<b>Total</b>		<b>14,762,822</b>	<b>6,825,000</b>	<b>-</b>	<b>7,937,822</b>	<b>4,218,800</b>	<b>-</b>	<b>3,719,022</b>	<b>2,268,603</b>	<b>1,450,419</b>



### Infrastructure Costs Included in the Development Charges Calculation

Town of Bradford West Gwillimbury  
Service: Roads Related - Vehicles & Equipment

Prj.No	Increased Service Needs Attributable to Anticipated Development  2019-2031	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share  61%	Non- Residential Share  39%
1	Street Sweeper (1)	2019-2028	286,000	-		286,000	-		286,000	174,460	111,540
2	Pick Ups (3)	2019-2028	151,500	-		151,500	-		151,500	92,415	59,085
3	Tandem Truck w. Sanding Box (2)	2019-2028	620,000	-		620,000	-		620,000	378,200	241,800
4	Roll off Truck (1)	2019-2028	350,000	-		350,000	-		350,000	213,500	136,500
5	RT Backhoe/Loader (1)	2019-2028	165,000	-		165,000	-		165,000	100,650	64,350
6	Sidewalk plows (3)	2019-2028	450,000	-		450,000	-		450,000	274,500	175,500
7	Mowers (1)	2019-2028	75,000	-		75,000	-		75,000	45,750	29,250
8	Sewer Cleaner/Flusher (1)	2019-2028	547,000	-		547,000	-		547,000	333,670	213,330
9	MadVac (2)	2019-2028	231,000	-		231,000	-		231,000	140,910	90,090
10	Road Side Tractors (1)	2019-2028	92,000	-		92,000	-		92,000	56,120	35,880
11	Trailers > 20 ton (1)	2019-2028	30,000	-		30,000	-		30,000	18,300	11,700
12	Bucket Truck (1)	2019-2028	104,000	-		104,000	-		104,000	63,440	40,560
13	Utility vehicles (1)	2019-2028	32,000	-		32,000	-		32,000	19,520	12,480
14	Radar Signs	2019-2028	12,000	-		12,000	-		12,000	7,320	4,680
15	Animal Control/Enforcement Van (1)	2019-2028	40,000	-		40,000	20,000		20,000	12,200	7,800
16	Maintenance Cube Van (W)	2019-2028	58,000	-		58,000	-		58,000	35,380	22,620
17	Tractor (WW)	2019-2028	75,000	-		75,000	-		75,000	45,750	29,250
18	Collection System pickup (WW)	2019-2028	40,000	-		40,000	-		40,000	24,400	15,600
19	Sewer Camera retrofit	2019-2028	250,000	-		250,000	-		250,000	152,500	97,500
20	Collection System (pickup)	2024-2028	40,000	40,000		-	-		-	-	-
21	1/2 ton truck	2019	46,000	-		46,000	-		46,000	28,060	17,940
22	Mini Loader	2019	115,000	-		115,000	-		115,000	70,150	44,850
23	3/4 ton Truck	2020-2028	69,000	-		69,000	-		69,000	42,090	26,910
24	Valve Exerciser	2020-2028	29,000	-		29,000	-		29,000	17,690	11,310



### Infrastructure Costs Included in the Development Charges Calculation

Town of Bradford West Gwillimbury  
 Service: Roads Related - Vehicles & Equipment

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share  61%	Non- Residential Share  39%
	2019-2031										
25	1/2 ton truck	2024-2028	58,000	-		58,000	-		58,000	35,380	22,620
26	Loader (T)	2028-2037	480,000	480,000		-	-		-	-	-
27	Hot Patcher (T)	2019-2028	55,000	-		55,000	-		55,000	33,550	21,450
28	Weather Stations (3)	2019-2028	30,000	-		30,000	-		30,000	18,300	11,700
29	Track Skidsteer	2019-2028	130,000	-		130,000	-		130,000	79,300	50,700
30	Mini Ex	2019-2028	130,000	-		130,000	-		130,000	79,300	50,700
31	Rubber tire Excavator	2024-2037	350,000	350,000		-	-		-	-	-
32	Utility Truck (1)	2019-2028	120,000	-		120,000	-		120,000	73,200	46,800
33	Compaction truck	2019-2028	125,000	-		125,000	-		125,000	76,250	48,750
34	Pick Ups (1) Bylaw	2019-2028	50,000	-		50,000	-		50,000	30,500	19,500
35	Storm Water Equipment	2019-2028	10,000	-		10,000	-		10,000	6,100	3,900
36	Tandem Truck w. Sanding Box (1)	2028-2037	310,000	310,000		-	-		-	-	-
37	Pick Ups (1)	2024-2037	50,500	50,500		-	-		-	-	-
	<b>Total</b>		<b>5,806,000</b>	<b>1,230,500</b>	<b>-</b>	<b>4,575,500</b>	<b>20,000</b>	<b>-</b>	<b>4,555,500</b>	<b>2,778,855</b>	<b>1,776,645</b>



### **5.3.2 Police Services**

The Town currently has one police station with 28,171 sq.ft. of building area, providing for a per capita average level of service of 0.90 sq.ft. per capita or \$262 per capita. This level of service allows for a D.C. eligible amount of \$2,662,080. The outstanding discounted growth-related debt on the South Simcoe station has been included in the D.C. at a cost of \$1,369,524 for principal and \$221,106 for interest. A deduction of \$730,100 was made to account for the benefit to growth beyond the 2031 forecast period. An adjustment of \$1,801,320 has also been made to reflect the reserve fund deficit. \$2,661,851 has been included in the D.C. calculation for police facilities.

The police department has a current inventory of eligible vehicles totalling 30 items (the vehicles are shared with the Town of Innisfil on a 50/50 basis and therefore the 30 items reflects only the Town of B.W.G.s share of the total fleet). These items include patrol cars, motorcycles, emergency command post vehicles, etc. The current value of the Town's portion of these vehicles is \$1,148,400 which provide a per capita investment of \$24. In addition to these vehicles, the Town's share of small equipment and gear totals 54 items with a value of \$1,462,431. The total D.C.-eligible amount for police vehicles, equipment and small gear is \$649,389. Additional vehicles and equipment have been identified for inclusion in the D.C. The total cost of these items is \$1,803,600. A 50% deduction to account for the Town of Innisfil's share has been made in the amount of \$901,800. A further post period benefit deduction of \$253,300 to account for the benefit to development beyond 2031 has also been made. This results in \$648,500 included in the D.C. calculation for police vehicles and equipment.

The costs for the South Simcoe police service are shared 61%/39% between residential and non-residential based on the population to employment ratio over the 13-year forecast period.



### Infrastructure Costs Included in the Development Charges Calculation

Town of Bradford West Gwillimbury  
 Service: Police Facilities

Prj. No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 61%	Non-Residential Share 39%
	<b>2019-2031</b>										
1	South Simcoe Police Station - Debenture Principal (Growth Component) - B.W.G.s share only	2019-2027	1,369,524	628,610		740,914	-		740,914	451,958	288,957
2	South Simcoe Police Station - Debenture Interest (Discounted) (Growth Component) - B.W.G.s share only	2019-2027	221,106	101,490		119,616	-		119,616	72,966	46,650
3	Reserve Fund Adjustment		1,801,320	-		1,801,320	-		1,801,320	1,098,805	702,515
	<b>Total</b>		<b>3,391,951</b>	<b>730,100</b>	<b>-</b>	<b>2,661,851</b>	<b>-</b>	<b>-</b>	<b>2,661,851</b>	<b>1,623,729</b>	<b>1,038,122</b>



### Infrastructure Costs Included in the Development Charges Calculation

Town of Bradford West Gwillimbury  
Service: Police Vehicles & Equipment

Prj. No	Increased Service Needs Attributable to Anticipated Development  2019-2031	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions*	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 61%	Non- Residential Share 39%
<b>Vehicles</b>											
1	Bicycles (8)	2020-2028	8,800	-	4,400	4,400	-		4,400	2,684	1,716
2	Incident Command Post	2020	150,000	-	75,000	75,000	-		75,000	45,750	29,250
3	Administration Vehicles (5)	2019-2030	185,000	82,300	92,500	10,200	-		10,200	6,222	3,978
4	Pick up Truck (2)	2019-2030	88,000	39,200	44,000	4,800	-		4,800	2,928	1,872
5	Destination Vehicles (4)	2019-2030	124,000	55,200	62,000	6,800	-		6,800	4,148	2,652
6	Snowmobiles (2)	2019-2030	36,000	16,000	18,000	2,000	-		2,000	1,220	780
7	Boat	2026	289,000	-	144,500	144,500	-		144,500	88,145	56,355
8	Motorcycle (1)	2020-2030	31,000	13,800	15,500	1,700	-		1,700	1,037	663
9	Personal Water Crafts (2)	2019-2030	38,000	-	19,000	19,000	-		19,000	11,590	7,410
11	Emergency Response Vehicle	2020-2030	50,000	22,300	25,000	2,700	-		2,700	1,647	1,053
12	Paddy Wagon	2020-2030	55,000	24,500	27,500	3,000	-		3,000	1,830	1,170
13	All Terrain Vehicle & Trailer	2029	50,000	-	25,000	25,000	-		25,000	15,250	9,750
<b>Equipment</b>											
14	Tasers - weapons	2019-2028	32,000	-	16,000	16,000	-		16,000	9,760	6,240
15	C 8's - weapons	2019-2028	16,800	-	8,400	8,400	-		8,400	5,124	3,276
16	Furniture	2019-2028	100,000	-	50,000	50,000	-		50,000	30,500	19,500
17	Intoxilyzer/ASD(s)	2019-2028	35,000	-	17,500	17,500	-		17,500	10,675	6,825
18	Tech Crime Devices	2019-2028	20,000	-	10,000	10,000	-		10,000	6,100	3,900
19	Electronic Surveillance	2019-2028	30,000	-	15,000	15,000	-		15,000	9,150	5,850
20	Canine Unit	2019-2028	15,000	-	7,500	7,500	-		7,500	4,575	2,925
21	Stationary Radar	2019-2028	6,000	-	3,000	3,000	-		3,000	1,830	1,170
22	Moving Radar	2019-2028	11,000	-	5,500	5,500	-		5,500	3,355	2,145
23	Screening Device	2019-2028	12,000	-	6,000	6,000	-		6,000	3,660	2,340
24	Radio Tower	2019-2028	240,000	-	120,000	120,000	-		120,000	73,200	46,800
25	Outfitting - Officers (20)	2019-2028	148,000	-	74,000	74,000	-		74,000	45,140	28,860
26	Outfitting - Special Constables (10)	2019-2028	18,000	-	9,000	9,000	-		9,000	5,490	3,510
27	Truck/Vehicle Scales (2)	2019-2028	15,000	-	7,500	7,500	-		7,500	4,575	2,925
	<b>Total</b>		<b>1,803,600</b>	<b>253,300</b>	<b>901,800</b>	<b>648,500</b>	<b>-</b>	<b>-</b>	<b>648,500</b>	<b>395,585</b>	<b>252,915</b>

\*Other deductions are based on Innisfil's share (50%) of capital





### **5.3.3 Fire Protection Services**

The Town currently operates its fire services from one facility as well as an office trailer with 10,100 sq.ft. of space, providing for a per capita average level of service of 0.32 sq.ft. or \$112 per capita. This level of service provides the Town with a maximum D.C.-eligible amount for recovery over the forecast period of \$1,141,385.

The Town has a current inventory of 13 vehicles providing for an average level of service of \$174 per capita which translates into a D.C.-eligible amount of \$1,770,656. In addition to vehicles the Fire service also has a variety of small equipment such as defibrillators, water crafts, radios etc. The Town has a current inventory of 667 items which provides for an average level of service of \$54 per capita. The total D.C.-eligible amount for small equipment and gear is \$552,149.

The maximum D.C. eligible amount for recovery over the 13-year forecast period for Fire Services is \$3,464,190.

For fire facilities, two projects have been identified: the renovation/expansion of Headquarters as well as a second fire station in Bond Head. The total capital cost of these projects is \$11,049,000 of which \$3,798,000 has been attributed to the post-2031 period and \$2,859,000 is allocated to benefit existing development. The net growth-related capital cost for facilities to be included in the calculation is \$4,392,000.

Additional Fire vehicles and equipment have also been identified at a gross capital cost of \$2,789,700 of which \$1,614,000 is allocated to development beyond the forecast period resulting in a net capital cost of \$1,175,700.

An additional deduction of \$2,105,585 has been made to account for the existing reserve fund balance resulting in a total net D.C. recoverable amount of \$3,462,115 for Fire services.

These costs are shared between residential and non-residential based on the population to employment ratio over the forecast period, resulting in 61% being allocated to residential development and 39% being allocated to non-residential development.



### Infrastructure Costs Included in the Development Charges Calculation

Town of Bradford West Gwillimbury  
Service: Fire Protection Services

Prj.No	Increased Service Needs Attributable to Anticipated Development  2019-2031	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share  61%	Non- Residential Share  39%
1	Renovation/Expansion of Fire Headquarters as per Fire Master Plan	2020-2021	6,400,000	-		6,400,000	2,394,000		4,006,000	2,443,660	1,562,340
2	Second Fire Station - Bond Head	2023-2024	4,649,000	3,798,000		851,000	465,000		386,000	235,460	150,540
3	Additional Tanker with Equipment (Second Station)	2024	460,000	376,000		84,000	-		84,000	51,240	32,760
4	Additional Rescue Pumper with Equipment (Second Station)	2024	853,000	697,000		156,000	-		156,000	95,160	60,840
5	Additional Pumper/Tanker with Equipment (Second Station)	2024	662,000	541,000		121,000	-		121,000	73,810	47,190
6	Hydraulic Tools/Rescue Equipment for Station 2 (Second Station)	2024	51,900	-		51,900	-		51,900	31,659	20,241
7	Other Equipment (Second Station)	2024	23,100	-		23,100	-		23,100	14,091	9,009
8	Additional FT Firefighters (2) for Station 1	2019	15,600	-		15,600	-		15,600	9,516	6,084
9	Additional PT Firefighters (8) for Station 1	2019	43,200	-		43,200	-		43,200	26,352	16,848
10	Additional PT Firefighters at Second Station (27)	2021-2024	145,800	-		145,800	-		145,800	88,938	56,862
11	Provision for Additional Small Equipment	2019-2031	462,000	-		462,000	-		462,000	281,820	180,180
12	S.C.B.A. for Station 2 (17 Packs/34 Cylinders)	2021-2024	73,100	-		73,100	-		73,100	44,591	28,509
13	Reserve Fund Adjustment		-	-		-	2,105,585		(2,105,585)	(1,284,407)	(821,178)
	<b>Total</b>		<b>13,838,700</b>	<b>5,412,000</b>	<b>0</b>	<b>8,426,700</b>	<b>4,964,585</b>	<b>0</b>	<b>3,462,115</b>	<b>2,111,890</b>	<b>1,350,225</b>



# Chapter 6

## D.C. Calculation



## 6. D.C. Calculation

Table 6-1 calculates the proposed uniform D.C.s to be imposed on anticipated development in the Town for municipal-wide services over a 13-year horizon. Table 6-2 calculates the proposed uniform D.C. to be imposed on anticipated development in the Town for municipal-wide services over a 10-year planning horizon.

The calculation for residential development is generated on a per capita basis and is based upon five forms of housing types (singles and semi-detached, apartments 2+ bedrooms, apartments bachelor and 1 bedroom, all other multiples and special care/special dwelling units). The non-residential D.C. has been calculated on a per sq.ft. of gross floor area basis for all types of non-residential development (industrial, commercial and institutional).

The D.C.-eligible costs for each service component were developed in Chapter 5 for all Town services, based on their proposed capital programs.

For the residential calculations, the total cost is divided by the “gross” (new resident) population to determine the per capita amount. The eligible D.C. cost calculations set out in Chapter 5 are based on the net anticipated population increase (the forecast new unit population less the anticipated decline in existing units). The cost per capita is then multiplied by the average occupancy of the new units (Appendix A, Schedule 5) to calculate the charge in Tables 6-1 and 6-2.

With respect to non-residential development, the total costs in the uniform charge allocated to non-residential development (based on need for service) have been divided by the anticipated development over the planning period to calculate a cost per sq.ft. of gross floor area.

Table 6-3 summarizes the total D.C. that is applicable for municipal-wide services and Table 6-4 summarizes the gross capital expenditures and sources of revenue for works to be undertaken during the 5-year life of the by-law.



**TABLE 6-1**  
**TOWN OF BRADFORD WEST GWILLIMBURY**  
**DEVELOPMENT CHARGE CALCULATION**  
**Municipal-wide Services**  
**2019-2031**

SERVICE	2019\$ D.C.-Eligible Cost		2019\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.
	\$	\$	\$	\$
1. <u>Roads Related Facilities and Vehicles</u>				
1.1 Facilities	2,268,603	1,450,419	600	0.20
1.2 Vehicles & Equipment	2,778,855	1,776,645	735	0.25
	5,047,458	3,227,064	1,335	0.45
2. <u>Fire Protection Services</u>				
2.1 Fire facilities, vehicles & equipment	2,111,890	1,350,225	559	0.19
	2,111,890	1,350,225	559	0.19
3. <u>Police Services</u>				
3.1 Police facilities	1,623,729	1,038,122	430	0.15
3.2 Police vehicles & equipment	395,585	252,915	105	0.04
	2,019,314	1,291,037	535	0.19
<b>TOTAL</b>	<b>\$9,178,663</b>	<b>\$5,868,325</b>	<b>\$2,429</b>	<b>\$0.83</b>
D.C.-Eligible Capital Cost	\$9,178,663	\$5,868,325		
13-Year Gross Population/GFA Growth (sq.ft.)	13,059	7,152,500		
<b>Cost Per Capita/Non-Residential GFA (sq.ft.)</b>	<b>\$702.86</b>	<b>\$0.82</b>		
<b>By Residential Unit Type</b>	<b>P.P.U.</b>			
Single and Semi-Detached Dwelling	3.454	\$2,428		
Apartments - 2 Bedrooms +	1.792	\$1,260		
Apartments - Bachelor and 1 Bedroom	1.252	\$880		
Other Multiples	2.440	\$1,715		
Special Care/Special Dwelling Units	1.100	\$773		



**TABLE 6-2  
TOWN OF BRADFORD WEST GWILLIMBURY  
DEVELOPMENT CHARGE CALCULATION  
Municipal-wide Services  
2019-2028**

SERVICE	2019\$ D.C.-Eligible Cost		2019\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.
	\$	\$	\$	\$
4. <u>Transit Services</u>				
4.1 Transit facilities, vehicles and other infrastructure	138,532	96,268	44	0.01
	138,532	96,268	44	0.01
5. <u>Parking Services</u>				
5.1 Municipal parking spaces	229,102	159,206	73	0.02
	229,102	159,206	73	0.02
6. <u>Outdoor Recreation Services</u>				
6.1 Parkland development, amenities & trails	3,715,399	195,547	1,180	0.03
6.2 Parks vehicles and equipment	470,250	24,750	149	-
	4,185,649	220,297	1,329	0.03
7. <u>Indoor Recreation Services</u>				
7.1 Recreation facilities	21,754,255	1,144,961	6,906	0.17
	21,754,255	1,144,961	6,906	0.17
8. <u>Library Services</u>				
8.1 Library facilities	4,633,416	243,864	1,471	0.04
8.2 Library materials	1,239,750	65,250	394	0.01
	5,873,166	309,114	1,865	0.05
9. <u>Administration</u>				
9.1 Studies	1,054,082	732,498	335	0.11
<b>TOTAL</b>	<b>\$33,234,786</b>	<b>\$2,662,344</b>	<b>\$10,552</b>	<b>\$0.39</b>
D.C.-Eligible Capital Cost	33,234,786	2,662,344		
10-Year Gross Population/GFA Growth (sq.ft.)	10,880	6,752,400		
<b>Cost Per Capita/Non-Residential GFA (sq.ft.)</b>	<b>\$3,054.67</b>	<b>\$0.39</b>		
<b>By Residential Unit Type</b>	<b>P.P.U.</b>			
Single and Semi-Detached Dwelling	3.454	\$10,551		
Apartments - 2 Bedrooms +	1.792	\$5,474		
Apartments - Bachelor and 1 Bedroom	1.252	\$3,824		
Other Multiples	2.440	\$7,453		
Special Care/Special Dwelling Units	1.100	\$3,360		

**TABLE 6-3  
TOWN OF BRADFORD WEST GWILLIMBURY  
DEVELOPMENT CHARGE CALCULATION  
TOTAL ALL SERVICES**

	2019\$ D.C.-Eligible Cost		2019\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.
	\$	\$	\$	\$
<b>Municipal-wide Services 13 Year</b>	9,178,663	5,868,325	2,429	0.83
<b>Municipal-wide Services 10 Year</b>	33,234,786	2,662,344	10,552	0.39
<b>TOTAL</b>	<b>\$42,413,449</b>	<b>\$8,530,669</b>	<b>\$12,981</b>	<b>\$1.22</b>



**Table 6-4  
TOWN OF BRADFORD WEST GWILLIMBURY  
Gross Expenditure and Sources of Revenue Summary  
for Costs to be Incurred over the Life of the By-law**

Service	Total Gross Cost	Sources of Financing						
		Tax Base or Other Non-D.C. Source				Post D.C. Period Benefit	D.C. Reserve Fund	
		Other Deductions	Benefit to Existing	Other Funding	Legislated Reduction		Residential	Non-Residential
1. Roads Related Facilities and Vehicles								
1.1 Facilities	6,612,000	0	4,218,800	0	0	0	1,459,852	933,348
1.2 Vehicles & Equipment	2,333,806	0	10,000	0	0	0	1,417,521	906,284
2. Fire Protection Services								
2.1 Fire facilities, vehicles & equipment	9,125,167	0	2,626,500	0	0	1,899,000	2,805,797	1,793,870
3. Police Services								
3.1 Police facilities	760,847	0	0	0	0	349,228	251,088	160,531
3.2 Police vehicles & equipment	750,455	375,228	0	0	0	102,328	166,469	106,431
4. Transit Services								
4.1 Transit facilities, vehicles and other infrastructure	440,100	0	307,850	0	0	14,850	69,266	48,134
5. Parking Services								
5.1 Municipal parking spaces	125,000	0	0	0	12,500	0	66,375	46,125
6. Outdoor Recreation Services								
6.1 Parkland development, amenities & trails	5,740,250	0	0	0	69,415	5,046,100	593,498	31,237
6.2 Parks vehicles and equipment	673,000	0	86,000	0	58,700	0	501,885	26,415
7. Indoor Recreation Services								
7.1 Recreation facilities	10,862,637	0	0	0	169,667	0	10,158,322	534,649
8. Library Services								
8.1 Library facilities	1,916,763	0	0	0	0	0	1,820,925	95,838
8.2 Library materials	725,000	0	0	0	72,500	0	619,875	32,625
9. Administration								
9.1 Studies	625,000	0	67,500	0	28,750	0	311,963	216,788
<b>Total Expenditures &amp; Revenues</b>	<b>\$40,690,025</b>	<b>\$375,228</b>	<b>\$7,316,650</b>	<b>\$0</b>	<b>\$411,532</b>	<b>\$7,411,506</b>	<b>\$20,242,835</b>	<b>\$4,932,275</b>



# Chapter 7

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





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

### 7.1 Introduction

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

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

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

Subsection 5 (6) establishes the following restrictions on the rules:

- the total of all D.C.s that would be imposed on anticipated development must not exceed the capital costs determined under 5(1) 2-8 for all services involved;
- if the rules expressly identify a type of development, they must not provide for it to pay D.C.s that exceed the capital costs that arise from the increase in the need for service for that type of development; however, this requirement does not relate to any particular development; and
- if the rules provide for a type of development to have a lower D.C. than is allowed, the rules for determining D.C.s may not provide for any resulting shortfall to be made up via other development.

With respect to “the rules,” section 6 states that a D.C. by-law must expressly address the matters referred to above re subsection 5 (1) paragraphs 9 and 10, as well as how the rules apply to the redevelopment of land.

The rules provided are based on the Town’s existing policies; however, there are items under consideration at this time and these may be refined prior to adoption of the by-law.



## 7.2 D.C. By-law Structure

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**It is recommended that:**

- the Town uses a uniform Town-wide D.C. calculation for all municipal services, except roads, water and wastewater which are calculated on an area specific basis.

## 7.3 D.C. By-law Rules

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The following subsections set out the recommended rules governing the calculation, payment and collection of D.C.s in accordance with section 6 of the D.C.A.

**It is recommended that the following sections provide the basis for the D.C.s.:**

### ***7.3.1 Payment in any Particular Case***

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

- “(a) the passing of a zoning by-law or of an amendment to a zoning by-law under section 34 of the Planning Act;
- (b) the approval of a minor variance under section 45 of the Planning Act;
- (c) a conveyance of land to which a by-law passed under 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; or
- (g) the issuing of a permit under the Building Code Act, 1992 in relation to a building or structure.”



### **7.3.2 Determination of the Amount of the Charge**

The following conventions be adopted:

- 1) Costs allocated to residential uses will be assigned to different types of residential units based on the average occupancy for each housing type constructed during the previous decade. Costs allocated to non-residential uses will be assigned based on the amount of square feet of gross floor area constructed for eligible uses (i.e. industrial, commercial and institutional).
- 2) Costs allocated to residential and non-residential uses are based upon a number of conventions, as may be suited to each municipal circumstance, e.g.
  - for Administration, Parking Services and Transit Services the costs have been based on a population vs. employment growth ratio (59%/41% for residential and non-residential, respectively) over the 10-year forecast period;
  - for Indoor Recreation, Outdoor recreation and Library Services, a 5% non-residential attribution has been made to recognize use by the non-residential sector; and
  - for Roads Related Facilities, Vehicles & Equipment, Police Services and Fire Services, a 61% residential/39% non-residential attribution has been made based on a population vs. employment growth ratio over the 13-year forecast period.

### **7.3.3 Application to Redevelopment of Land (Demolition and Conversion)**

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

- 1) the number of dwelling units demolished/converted multiplied by the applicable residential D.C. in place at the time the D.C. is payable; and/or
- 2) the gross floor area of the building demolished/converted multiplied by the current non-residential D.C. in place at the time the D.C. is payable.



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

### **7.3.4 Exemptions (full or partial)**

a) Statutory exemptions:

- industrial building additions of up to and including 50% of the existing gross floor area (defined in O.Reg. 82/98, section 1) of the building; for industrial building additions which exceed 50% of the existing gross floor area, only the portion of the addition in excess of 50% is subject to D.C.s (subsection 4 (3) of the D.C.A.);
- buildings or structures owned by and used for the purposes of any municipality, local board or Board of Education (section 3);
- residential development that results only in 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 section 2 of O.Reg. 82/98).

b) Non-statutory exemptions:

- A public hospital, as exempt from taxation pursuant to para. 3(1) 3 of the *Assessment Act*;
- A non-residential Farm Building save and except for the G.F.A. in a greenhouse that is used for the purposes of carrying on retail sales to which D.C.s shall be imposed.
- Land or buildings used or to be used for a place of worship or for the purposes of a cemetery or burial ground exempt from taxation under the *Assessment Act*, R.S.O. 1990, Chap A.31; and
- A Garden suite on a residential lot where the garden suite is detached from and ancillary to an existing single detached dwelling or semi-detached dwelling and such building is designed to be portable and there the property owner has entered into an agreement with the municipality that established the temporary nature of the garden suite.



### **7.3.5 Phasing in**

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

### **7.3.6 Timing of Collection**

A D.C. that is applicable under section 5 of the D.C.A. shall be calculated and payable:

- where a permit is required under the Building Code Act in relation to a building or structure, the owner shall pay the D.C. prior to the issuance of a permit of prior to the commencement of development or redevelopment as the case may be; and
- despite the above, Council, from time to time and at any time, may enter into agreements providing for all or any part of a D.C. to be paid before or after it would otherwise be payable.

### **7.3.7 Indexing**

Indexing of the D.C.s shall be implemented on a mandatory basis annually commencing on January 1<sup>st</sup> of each year, in accordance with the Statistics Canada Quarterly, Non-Residential Building Construction Price Index (Table 18-10-0135-01)<sup>1</sup> for the most recent year-over-year period.

### **7.3.8 The Applicable Areas**

The charges developed herein provide for varying charges within the Town, as follows:

- all municipal-wide services – the full residential and non-residential charge will be imposed on all lands within the Town.

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<sup>1</sup> O.Reg. 82/98 referenced “The Statistics Canada Quarterly, Construction Price Statistics, catalogue number 62-007” as the index source. Since implementation, Statistics Canada has modified this index twice and the above-noted index is the most current. The draft by-law provided herein refers to O.Reg. 82/98 to ensure traceability should this index continue to be modified over time.



## 7.4 Other D.C. By-law Provisions

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It is recommended that:

### ***7.4.1 Categories of Services for Reserve Fund and Credit Purposes***

The Town's municipal-wide D.C. collections are currently reserved in two separate reserve funds. It is recommended that the Town break out the D.C. reserve funds into the following nine funds: Roads Related, Fire Protection Services, Police Services, Indoor Recreation, Outdoor Recreation, Library Services, Administration, Parking Services and Transit Services under the new 2019 by-law. Appendix D outlines the reserve fund policies that the Town is required to follow as per the D.C.A.

### ***7.4.2 By-law In-force Date***

A by-law under the D.C.A. comes into force on the day after which the by-law is passed by Council.

### ***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 section 11 of O.Reg. 82/98).

### ***7.4.4 Area Rating***

As noted earlier, Bill 73 has introduced two new sections where Council must consider the use of area specific charges:

1. Section 2 (9) of the Act now requires a municipality to implement area-specific D.C.s for either specific services which are prescribed and/or for specific municipalities which are to be regulated (note that at this time, no municipalities or services are prescribed by the Regulations).
2. Section 10 (2) c.1 of the D.C.A. requires that “the development charges background study shall include consideration of the use of more than one development charge by-law to reflect different needs for services in different areas.”



In regard to the first item, there are no services or specific municipalities identified in the regulations which must be area-rated. The second item requires Council to consider the use of area-rating.

At present, the Town's by-laws provide for water and wastewater services on an area-specific basis. All other Town services are recovered based on a uniform, Town-wide basis. There have been several reasons why they have not been imposed an area-specific basis including:

1. All Town services, with the exception of water and wastewater, require that the average 10-year service standard be calculated. This average service standard multiplied by growth in the Town, establishes an upper ceiling on the amount of funds which can be collected from all developing landowners. Section 4 (4) of O.Reg. 82/98 provides that "...if a development charge by-law applies to a part of the municipality, the level of service and average level of service cannot exceed that which would be determined if the by-law applied to the whole municipality." Put in layman terms, the average service standard multiplied by the growth within the specific area, would establish an area specific ceiling which would significantly reduce the total revenue recoverable for the Town hence potentially resulting in D.C. revenue shortfalls and impacts on property taxes.
2. Extending on item 1, attempting to impose an area charge potentially causes equity issues in transitioning from a Town-wide approach to an area specific approach. For example, if all services were now built (and funded) within Area A (which is 75% built out) and this was funded with some revenues from Areas B and C, moving to an area rating approach would see Area A contribute no funds to the costs of services in Areas B and C. The development charges would be lower in Area A (as all services are now funded) and higher in Areas B and C. As well, funding shortfalls may then potentially encourage the municipality to provide less services to Areas B and C due to reduced revenue.
3. Many services which are provided (roads, parks, recreation facilities, library) are not restricted to one specific area and are often used by all residents. For example, arenas located in different parts of the Town will be used by residents from all areas depending on the programming of the facility (i.e. a public skate is available each night, but at a different arena; hence usage of any one facility at any given time is based on programming availability).



For the reasons noted above, it is recommended that Council continue the D.C. approach to calculate the charges for Roads Related Facilities and Vehicles, Transit, Parking, Fire Protection, Police, Outdoor Recreation, Indoor Recreation, Library and Administration on a uniform Town-wide basis.

## 7.5 Other Recommendations

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### **It is recommended that Council:**

“Whenever appropriate, request that grants, subsidies and other contributions be clearly designated by the donor as being to the benefit of existing development or new development, as applicable;”

“Adopt the assumptions contained herein as an ‘anticipation’ with respect to capital grants, subsidies and other contributions;”

“Continue the D.C. approach to calculate the charges on a uniform Town-wide basis for all Town-wide services;”

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

“Approve the D.C.s Background Study dated April 5, 2019, as amended (if applicable);”

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

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





# Chapter 8

## By-law Implementation



## 8. By-law Implementation

### 8.1 Public Consultation Process

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#### **8.1.1 Introduction**

This chapter addresses the mandatory, formal public consultation process (section 8.1.2), as well as the optional, informal consultation process (section 8.1.3). The latter is designed to seek the co-operation and participation of those involved, in order to produce the most suitable policy. Section 8.1.4 addresses the anticipated impact of the D.C. on development from a generic viewpoint.

#### **8.1.2 Public Meeting of Council**

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

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

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

#### **8.1.3 Other Consultation Activity**

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

1. The first grouping is the residential development community, consisting of land developers and builders, who are typically responsible for generating the majority



of the D.C. revenues. Others, such as realtors, are directly impacted by D.C. policy. They are, therefore, potentially interested in all aspects of the charge, particularly the quantum by unit type, projects to be funded by the D.C. and the timing thereof, and Town policy with respect to development agreements, D.C. credits and front-ending requirements.

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

## 8.2 Anticipated Impact of the Charge on Development

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

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



## 8.3 Implementation Requirements

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### 8.3.1 Introduction

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

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

The sections which follow overview the requirements in each case.

### 8.3.2 Notice of Passage

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

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

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

### 8.3.3 By-law Pamphlet

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

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



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

Where a by-law is not appealed to the L.P.A.T., the pamphlet must be readied within 60 days after the by-law comes into force. Later dates apply to appealed by-laws.

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

### **8.3.4 Appeals**

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

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

### **8.3.5 Complaints**

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

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

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



### **8.3.6 Credits**

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

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

### **8.3.7 Front-Ending Agreements**

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

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

### **8.3.8 Severance and Subdivision Agreement Conditions**

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

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

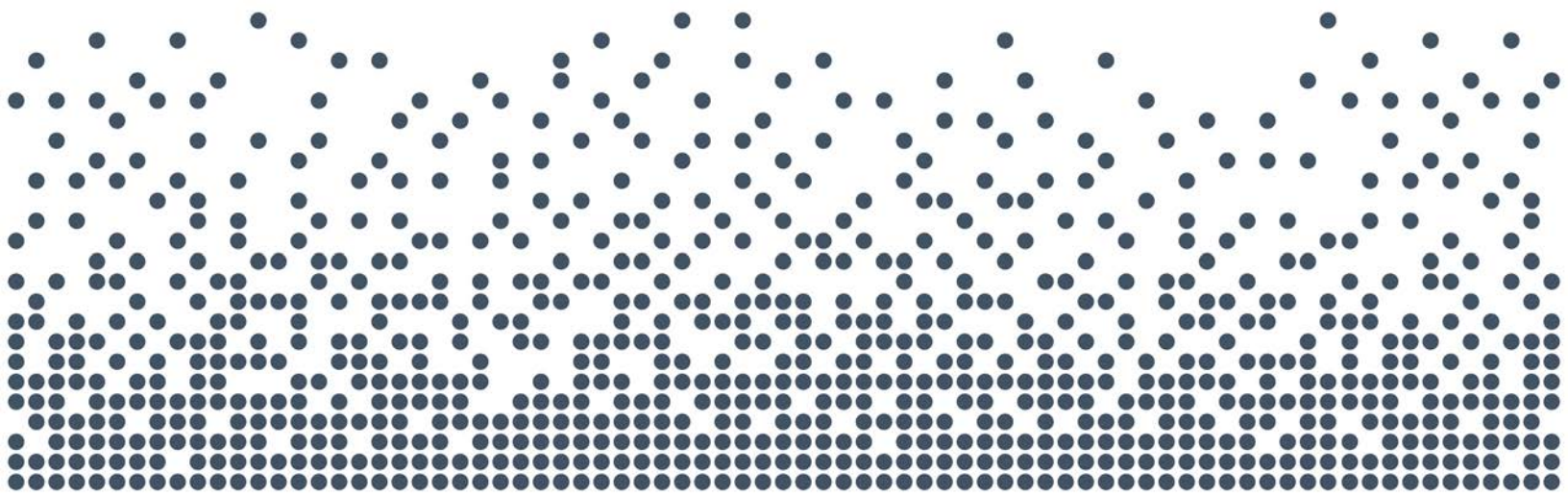


It is also noted that subsection 59 (4) of the D.C.A. requires that the municipal approval authority for a draft plan of subdivision under subsection 51 (31) of the Planning Act, use its power to impose conditions to ensure that the first purchaser of newly subdivided land is informed of all the D.C.s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

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

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

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



# Appendices





# Appendix A

## Background Information on Residential and Non- Residential Growth Forecast



## Schedule 1 Town of Bradford West Gwillimbury Residential Growth Forecast Summary

	Year	Population (Including Census Undercount) <sup>1</sup>	Excluding Census Undercount			Housing Units					Person Per Unit (P.P.U.): Total Population/ Total Households	
			Population	Institutional Population	Population Excluding Institutional Population	Singles & Semi- Detached	Multiple Dwellings <sup>2</sup>	Apartments <sup>3</sup>	Other	Total Households		Equivalent Institutional Households
Historical	Mid 2006	25,000	24,039	224	23,815	6,480	800	640	35	7,955	204	3.022
	Mid 2011	29,200	28,077	357	27,720	7,682	1,000	735	43	9,460	325	2.968
	Mid 2016	36,740	35,325	360	34,965	9,415	1,365	780	35	11,595	327	3.047
Forecast	Mid 2019	39,930	38,399	395	38,004	10,489	1,450	789	35	12,763	359	3.009
	Mid 2029	49,030	47,146	492	46,654	12,983	2,008	1,342	35	16,368	447	2.880
	Mid 2031	50,500	48,560	495	48,065	13,445	2,167	1,460	35	17,108	450	2.838
Incremental	Mid 2006 - Mid 2011	4,200	4,038	133	3,905	1,202	200	95	8	1,505	121	
	Mid 2011 - Mid 2016	7,540	7,248	3	7,245	1,733	365	45	-8	2,135	2	
	Mid 2016 - Mid 2019	3,190	3,074	35	3,039	1,074	85	9	0	1,168	32	
	Mid 2019 - Mid 2029	9,100	8,747	97	8,650	2,494	558	553	0	3,605	88	
	Mid 2019 - Mid 2031	10,570	10,161	100	10,061	2,956	717	671	0	4,345	91	

Source: Growth forecast to 2031 is based on the 2031 forecast in the Places to Grow, Growth Plan for the Greater Golden Horseshoe (2017), Schedule 7 by Watson & Associates Economists Ltd., 2019.

<sup>1</sup> Census undercount estimated at approximately 4.0%. Note: Population including the undercount has been rounded.

<sup>2</sup> Includes townhouses and apartments in duplexes.

<sup>3</sup> Includes bachelor, 1-bedroom and 2-bedroom+ apartments.



Schedule 2  
Town of Bradford West Gwillimbury

Estimate of the Anticipated Amount, Type and Location of Residential Development for which Development Charges Can Be Imposed

Development Location	Timing	Single & Semi-Detached	Multiples <sup>1</sup>	Apartments <sup>2</sup>	Total Residential Units	Gross Population In New Units	Existing Unit Population Change	Net Population Increase, Excluding Institutional	Institutional Population	Net Population Including Institutional
Bradford Settlement Area - Greenfield Area (Urban) <sup>3</sup>	2019 - 2029	1,781	197	94	2,072	6,785	-825	5,960	32	5,992
	2019 - 2031	1,833	198	103	2,135	6,985	-1,199	5,786	33	5,819
Bradford Settlement Area - Built Boundary (Urban) <sup>3</sup>	2019 - 2029	391	340	400	1,131	2,834	-1,037	1,797	65	1,862
	2019 - 2031	391	340	402	1,133	2,838	-1,169	1,669	67	1,736
Bond Head Settlement Area (Urban) <sup>3</sup>	2019 - 2029	276	21	59	356	1,101	-32	1,069	0	1,069
	2019 - 2031	681	179	166	1,026	3,060	-180	2,880	0	2,880
Total Urban Area (Sub-Total)	2019 - 2029	2,448	558	553	3,559	10,721	-1,894	8,827	97	8,924
	2019 - 2031	2,905	717	671	4,294	12,883	-2,548	10,335	100	10,435
Rural	2019 - 2029	46	0	0	46	159	-336	-177	0	-177
	2019 - 2031	51	0	0	51	176	-450	-274	0	-274
Town of Bradford West Gwillimbury	2019 - 2029	2,494	558	553	3,605	10,880	-2,230	8,650	97	8,747
	2019 - 2031	2,956	717	671	4,345	13,059	-2,998	10,061	100	10,161

Source: Growth forecast to 2031 is based on the 2031 forecast in the Places to Grow, Growth Plan for the Greater Golden Horseshoe (2017), Schedule 7 by Watson & Associates Economists Ltd., 2019.

<sup>1</sup> Includes townhouses and apartments in duplexes.

<sup>2</sup> Includes accessory apartments, bachelor, 1-bedroom and 2-bedroom+ apartments.

Note: Numbers may not add up precisely due to rounding.



Schedule 3  
Town of Bradford West Gwillimbury  
Current Year Growth Forecast  
Mid 2016 to Mid 2019

		Population
Mid 2016 Population		35,325
Occupants of New Housing Units, Mid 2016 to Mid 2019	<i>Units (2)</i>	1,168
	<i>multiplied by P.P.U. (3)</i>	3,467
	<i>gross population increase</i>	4,050
Occupants of New Equivalent Institutional Units, Mid 2016 to Mid 2019	<i>Units</i>	32
	<i>multiplied by P.P.U. (3)</i>	1,100
	<i>gross population increase</i>	35
Decline in Housing Unit Occupancy, Mid 2016 to Mid 2019	<i>Units (4)</i>	11,595
	<i>multiplied by P.P.U. decline rate (5)</i>	-0.087
	<i>total decline in population</i>	-1,011
<b>Population Estimate to Mid 2019</b>		<b>38,399</b>
<i>Net Population Increase, Mid 2016 to Mid 2019</i>		<i>3,074</i>

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

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

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

Structural Type	Persons Per Unit* (P.P.U.)	% Distribution of Estimated Units <sup>2</sup>	Weighted Persons Per Unit Average
<i>Singles &amp; Semi Detached</i>	3.567	92%	3.279
<i>Multiples (6)</i>	2.407	7%	0.175
<i>Apartments (7)</i>	1.627	1%	0.013
<b>Total</b>		<b>100%</b>	<b>3.467</b>
<i>Institutional (8)</i>	1.100	100%	1.100

\* Based on 2016 Census custom database

<sup>2</sup> Based on Building permit/completion activity

(4) 2016 households taken from Statistics Canada Census.

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

(6) Includes townhouses and apartments in duplexes.

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

(8) Includes bachelor, 1 bedroom and 2 bedroom+ apartments in special care facilities.



Schedule 4  
Town of Bradford West Gwillimbury  
10-Year Growth Forecast  
Mid 2019 to Mid 2029

		Population
<b>Mid 2019 Population</b>		<b>38,399</b>
Occupants of New Housing Units, Mid 2019 to Mid 2029	<i>Units (2)</i>	3,605
	<i>multiplied by P.P.U. (3)</i>	3,018
	<i>gross population increase</i>	10,880
Occupants of New Equivalent Institutional Units, Mid 2019 to Mid 2029	<i>Units</i>	88
	<i>multiplied by P.P.U. (3)</i>	1,100
	<i>gross population increase</i>	97
Decline in Housing Unit Occupancy, Mid 2019 to Mid 2029	<i>Units (4)</i>	12,763
	<i>multiplied by P.P.U. decline rate (5)</i>	-0.175
	<i>total decline in population</i>	-2,230
<b>Population Estimate to Mid 2029</b>		<b>47,146</b>
<i>Net Population Increase, Mid 2019 to Mid 2029</i>		<i>8,747</i>

(1) Mid 2019 Population based on:

$$2016 \text{ Population } (35,325) + \text{Mid 2016 to Mid 2019 estimated housing units to beginning of forecast period } (1,168 \times 4,050) + (11,595 \times -0.0842) = -976 = 38,399$$

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

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

Structural Type	Persons Per Unit <sup>1</sup> (P.P.U.)	% Distribution of Estimated Units <sup>2</sup>	Weighted Persons Per Unit Average
<i>Singles &amp; Semi Detached</i>	3.454	69%	2.389
<i>Multiples (6)</i>	2.440	15%	0.378
<i>Apartments (7)</i>	1.636	15%	0.251
<i>one bedroom or less</i>	1.252		
<i>two bedrooms or more</i>	1.792		
<b>Total</b>		100%	3.018
<i>Institutional (8)</i>	1.100	100%	1.100

<sup>1</sup> Persons per unit based on adjusted Statistics Canada Custom 2016 Census database.

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

(4) Mid 2019 households based upon 11,595 (2016 Census) + 1,168 (Mid 2016 to Mid 2019 unit estimate) = 12,763

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

(6) Includes townhouses and apartments in duplexes.

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

(8) Includes bachelor, 1 bedroom and 2 bedroom+ apartments in special care facilities.



Schedule 5  
Town of Bradford West Gwillimbury  
Long Term Growth Forecast  
Mid 2019 to Mid 2031

		Population
<b>Mid 2019 Population</b>		<b>38,399</b>
Occupants of New Housing Units, Mid 2019 to Mid 2031	<i>Units (2)</i>	4,345
	<i>multiplied by P.P.U. (3)</i>	3,006
	<i>gross population increase</i>	13,059
Occupants of New Equivalent Institutional Units, Mid 2019 to Mid 2031	<i>Units</i>	91
	<i>multiplied by P.P.U. (3)</i>	1,100
	<i>gross population increase</i>	100
Decline in Housing Unit Occupancy, Mid 2019 to Mid 2031	<i>Units (4)</i>	12,763
	<i>multiplied by P.P.U. decline rate (5)</i>	-0.235
	<i>total decline in population</i>	-2,998
<b>Population Estimate to Mid 2031</b>		<b>48,560</b>
<i>Net Population Increase, Mid 2019 to Mid 2031</i>		<i>10,161</i>

(1) Mid 2019 Population based on:

2016 Population (35,325) + Mid 2016 to Mid 2019 estimated housing units to beginning of forecast period (1,168 x 4,050) + (11,595 x -0.0842 = -976) = 38,399

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

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

Structural Type	Persons Per Unit <sup>1</sup> (P.P.U.)	% Distribution of Estimated Units <sup>2</sup>	Weighted Persons Per Unit Average
<i>Singles &amp; Semi Detached</i>	3.454	68%	2.350
<i>Multiples (6)</i>	2.440	17%	0.403
<i>Apartments (7)</i>	<i>one bedroom or less</i> 1.252	15%	0.253
	<i>two bedrooms or more</i> 1.792		
<b>Total</b>		<b>100%</b>	<b>3.006</b>
<i>Institutional (8)</i>	1.100	100%	1.100

<sup>1</sup> Persons per unit based on adjusted Statistics Canada Custom 2016 Census database.

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

(4) Mid 2019 households based upon 11,595 (2016 Census) + 1,168 (Mid 2016 to Mid 2019 unit estimate) = 12,763

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

(6) Includes townhouses and apartments in duplexes.

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

(8) Includes bachelor, 1 bedroom and 2 bedroom+ apartments in special care facilities.



Schedule 6  
Town of Bradford West Gwillimbury  
Summary of Units in the Development Process

Stage of Development	Density Type			
	Singles & Semi-Detached	Multiples <sup>1</sup>	Apartments <sup>2</sup>	Total
Registered Not Built	478	114	0	<b>592</b>
<i>% Breakdown</i>	<i>81%</i>	<i>19%</i>	<i>0%</i>	<i>100%</i>
Draft Plans Approved	634	161	17	<b>812</b>
<i>% Breakdown</i>	<i>78%</i>	<i>20%</i>	<i>2%</i>	<i>100%</i>
Application Under Review	758	427	209	<b>1,394</b>
<i>% Breakdown</i>	<i>54%</i>	<i>31%</i>	<i>15%</i>	<i>100%</i>
<b>Total</b>	<b>1,870</b>	<b>702</b>	<b>226</b>	<b>2,798</b>
<b><i>% Breakdown</i></b>	<b><i>67%</i></b>	<b><i>25%</i></b>	<b><i>8%</i></b>	<b><i>100%</i></b>

Source: Data from Town of Bradford West Gwillimbury, 2019.

<sup>1</sup> Includes townhouses and apartments in duplexes.

<sup>2</sup> Includes bachelor, 1 bedroom and 2 bedroom+ apartments.



Schedule 7  
Town of Bradford West Gwillimbury  
Historical Residential Building Permits  
Years 2009 to 2017

Year	Residential Building Permits			
	Singles & Semi Detached	Multiples <sup>1</sup>	Apartments <sup>2</sup>	Total
2008	316	0	26	342
2009	268	94	2	364
2010	465	13	0	478
2011	627	0	7	634
2012	326	49	0	375
Sub-total	2,002	156	35	2,193
<b>Average (2008 - 2012)</b>	<b>400</b>	<b>31</b>	<b>7</b>	<b>439</b>
% Breakdown	91.3%	7.1%	1.6%	100.0%
2013	397	143	0	540
2014	231	2	0	233
2015	541	72	4	617
2016	645	57	9	711
2017	260	31	3	294
Sub-total	2,074	305	16	2,395
<b>Average (2013 - 2017)</b>	<b>415</b>	<b>61</b>	<b>3</b>	<b>479</b>
% Breakdown	86.6%	12.7%	0.7%	100.0%
2008 - 2017				
Total	4,076	461	51	4,588
<b>Average</b>	<b>408</b>	<b>46</b>	<b>5</b>	<b>459</b>
% Breakdown	88.8%	10.0%	1.1%	100.0%

Source: Statistics Canada Publication, 64-001XIB.

<sup>1</sup> Includes townhouses and apartments in duplexes.

<sup>2</sup> Includes bachelor, 1 bedroom and 2 bedroom+ apartments.





Schedule 8a  
Town of Bradford West Gwillimbury  
Person Per Unit by Age and Type of Dwelling  
(2016 Census)

Age of Dwelling	Singles and Semi-Detached						Historical 20 Year Average
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total	
1-5	-	-	-	3.468	4.806	3.567	
6-10	-	-	-	3.480	4.875	3.506	
11-15	-	-	2.357	3.486	3.950	3.422	
16-20	-	-	-	3.257	4.000	3.321	3.454
20-25	-	-	-	3.037	-	3.033	
25-35	-	-	-	3.022	4.219	3.100	
35+	-	1.500	1.750	2.713	4.118	2.702	
<b>Total</b>	-	<b>1.636</b>	<b>1.944</b>	<b>3.169</b>	<b>4.323</b>	<b>3.193</b>	

Age of Dwelling	Multiples <sup>1</sup>						Historical 20 Year Average
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total	
1-5	-	-	-	2.855	-	2.850	
6-10	-	-	-	2.450	-	2.579	
11-15	-	-	-	2.857	-	2.792	
16-20	-	-	-	2.750	-	2.650	
20-25	-	-	-	3.167	-	2.824	
25-35	-	1.538	-	2.696	-	2.130	
35+	-	1.267	2.053	2.385	-	2.417	
<b>Total</b>	<b>1.000</b>	<b>1.531</b>	<b>2.313</b>	<b>2.703</b>	<b>3.364</b>	<b>2.558</b>	

Age of Dwelling	Apartments <sup>2</sup>						Historical 20 Year Average
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total	
1-5	-	-	-	-	-	-	
6-10	-	-	-	-	-	1.143	
11-15	-	-	-	-	-	-	
16-20	-	-	-	-	-	-	
20-25	-	-	-	-	-	-	
25-35	-	-	2.000	-	-	2.190	
35+	-	1.189	1.727	3.333	-	1.690	
<b>Total</b>	<b>0.438</b>	<b>1.079</b>	<b>1.901</b>	<b>3.706</b>	<b>-</b>	<b>1.677</b>	

Age of Dwelling	All Density Types					
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total
1-5	-	-	-	3.385	4.865	3.471
6-10	-	1.083	-	3.404	4.500	3.343
11-15	-	-	2.389	3.371	4.158	3.264
16-20	-	-	-	3.260	3.667	3.237
20-25	-	-	-	3.066	-	2.979
25-35	-	1.400	1.913	2.961	4.114	2.930
35+	-	1.286	1.866	2.754	3.762	2.490
<b>Total</b>	-	<b>1.308</b>	<b>1.964</b>	<b>3.133</b>	<b>4.169</b>	<b>3.015</b>

<sup>1</sup> Includes townhouses and apartments in duplexes.

<sup>2</sup> Includes bachelor, 1 bedroom and 2 bedroom+ apartments.

<sup>3</sup> Adjusted based on 2001-2016 historical trends.

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

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



Schedule 8b  
Simcoe County  
Person Per Unit by Age and Type of Dwelling  
(2016 Census)

Age of Dwelling	Singles and Semi-Detached						Historical 20 Year Average
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total	
1-5	-	1.842	1.919	3.130	4.471	<b>3.092</b>	
6-10	-	1.500	1.948	3.045	3.948	<b>3.005</b>	
11-15	-	1.621	1.908	2.996	4.128	<b>3.016</b>	
16-20	-	1.485	1.822	2.918	3.906	<b>2.913</b>	3.007
20-25	-	1.731	1.789	2.764	3.776	<b>2.778</b>	
25-35	-	1.535	1.821	2.790	3.668	<b>2.755</b>	
35+	-	1.477	1.826	2.599	3.598	<b>2.485</b>	
<b>Total</b>	<b>1.000</b>	<b>1.519</b>	<b>1.844</b>	<b>2.799</b>	<b>3.841</b>	<b>2.738</b>	

Age of Dwelling	Multiples <sup>1</sup>						Historical 20 Year Average
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total	
1-5	-	1.857	1.884	2.572	-	<b>2.407</b>	
6-10	-	1.083	1.696	2.625	-	<b>2.414</b>	
11-15	-	1.520	1.923	2.611	4.278	<b>2.474</b>	
16-20	-	1.600	2.000	2.638	3.273	<b>2.466</b>	2.440
20-25	-	1.314	1.778	2.735	4.429	<b>2.404</b>	
25-35	-	1.340	1.798	2.520	3.186	<b>2.317</b>	
35+	-	1.326	1.948	2.717	3.250	<b>2.350</b>	
<b>Total</b>	-	<b>1.375</b>	<b>1.880</b>	<b>2.636</b>	<b>3.544</b>	<b>2.393</b>	

Age of Dwelling	Apartments <sup>2</sup>						Historical 20 Year Average
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total	
1-5	-	1.277	1.647	2.138	-	<b>1.627</b>	
6-10	-	1.216	1.608	1.930	-	<b>1.558</b>	
11-15	-	1.203	1.606	2.432	-	<b>1.635</b>	
16-20	-	1.208	1.787	2.304	-	<b>1.723</b>	1.636
20-25	-	1.191	1.714	2.429	-	<b>1.636</b>	
25-35	-	1.170	1.676	2.561	-	<b>1.607</b>	
35+	1.243	1.201	1.781	2.603	3.059	<b>1.624</b>	
<b>Total</b>	<b>1.298</b>	<b>1.201</b>	<b>1.724</b>	<b>2.445</b>	<b>3.000</b>	<b>1.623</b>	

Age of Dwelling	All Density Types					
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total
1-5	-	1.440	1.824	3.014	4.478	<b>2.841</b>
6-10	-	1.296	1.788	2.960	3.949	<b>2.774</b>
11-15	-	1.363	1.842	2.941	4.120	<b>2.864</b>
16-20	-	1.380	1.847	2.880	3.895	<b>2.782</b>
20-25	-	1.297	1.763	2.753	3.786	<b>2.594</b>
25-35	-	1.239	1.757	2.757	3.610	<b>2.557</b>
35+	1.140	1.282	1.823	2.607	3.568	<b>2.345</b>
<b>Total</b>	<b>1.200</b>	<b>1.294</b>	<b>1.811</b>	<b>2.774</b>	<b>3.815</b>	<b>2.567</b>

<sup>1</sup> Includes townhouses and apartments in duplexes.

<sup>2</sup> Includes bachelor, 1 bedroom and 2 bedroom+ apartments.

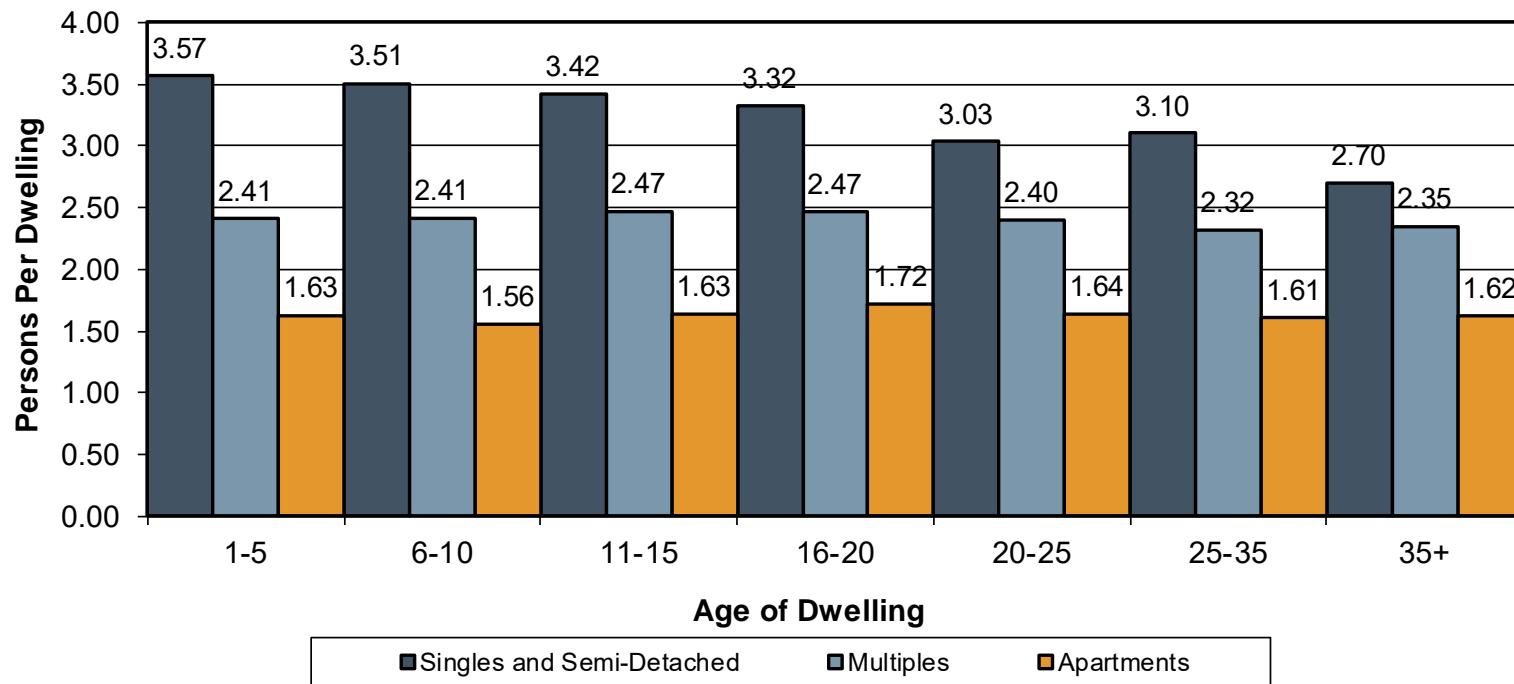
<sup>3</sup> Adjusted based on 2001-2016 historical trends.

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

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



Schedule 9  
Town of Bradford West Gwillimbury  
Person Per Unit Structural Type and Age of Dwelling  
(2016 Census)



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



## Schedule 10a Town of Bradford West Gwillimbury Employment Forecast, 2019 to 2031<sup>1</sup>

Period	Population	Activity Rate								Employment								Employment Total (Excluding N.F.P.O.W. and Work at Home)
		Primary	Work at Home	Industrial	Commercial/ Population Related	Institutional	Total	N.F.P.O.W. <sup>1</sup>	Total Including N.F.P.O.W.	Primary	Work at Home	Industrial	Commercial/ Population Related	Institutional	Total	N.F.P.O.W. <sup>1</sup>	Total Employment (Including N.F.P.O.W.)	
Mid 2006	24,039	0.015	0.036	0.115	0.072	0.046	0.284	0.048	0.333	355	875	2,755	1,740	1,110	6,835	1,165	8,000	5,960
Mid 2011	28,077	0.010	0.030	0.097	0.083	0.048	0.268	0.051	0.318	280	830	2,733	2,318	1,350	7,511	1,426	8,937	6,681
Mid 2016	35,325	0.009	0.033	0.071	0.083	0.054	0.250	0.044	0.294	315	1,175	2,505	2,935	1,895	8,825	1,567	10,392	7,650
Mid 2019	38,399	0.008	0.034	0.066	0.077	0.050	0.234	0.043	0.278	315	1,296	2,516	2,948	1,928	9,003	1,669	10,672	7,707
Mid 2029	47,146	0.008	0.033	0.151	0.089	0.046	0.328	0.043	0.371	375	1,568	7,142	4,190	2,188	15,463	2,026	17,489	13,895
Mid 2031 <sup>2</sup>	48,560	0.008	0.033	0.152	0.090	0.045	0.328	0.043	0.371	375	1,616	7,384	4,347	2,201	15,923	2,077	18,000	14,307
<b>Incremental Change</b>																		
Mid 2006 - Mid 2011	4,038	-0.005	-0.007	-0.017	0.010	0.002	-0.017	0.002	-0.014	-75	-45	-22	578	240	676	261	937	721
Mid 2011 - Mid 2016	7,248	-0.001	0.004	-0.026	0.001	0.006	-0.018	-0.006	-0.024	35	345	-228	617	545	1,314	141	1,455	969
Mid 2016 - Mid 2019	3,074	-0.001	0.001	-0.005	-0.006	-0.003	-0.015	-0.001	-0.016	0	121	11	13	33	178	102	280	57
Mid 2019 - Mid 2029	8,747	0.000	-0.001	0.086	0.012	-0.004	0.094	0.000	0.093	60	272	4,626	1,242	260	6,460	357	6,817	6,188
Mid 2019 - Mid 2031	10,161	0.000	0.000	0.087	0.013	-0.005	0.093	-0.001	0.093	60	320	4,868	1,399	273	6,920	408	7,328	6,600
<b>Annual Average</b>																		
Mid 2006 - Mid 2011	808	-0.001	-0.001	-0.003	0.002	0.000	-0.003	0.000	-0.003	-15	-9	-4	116	48	135	52	187	144
Mid 2011 - Mid 2016	1,450	0.000	0.001	-0.005	0.000	0.001	-0.004	-0.001	-0.005	7	69	-46	123	109	263	28	291	194
Mid 2016 - Mid 2019	1,025	0.000	0.000	-0.002	-0.002	-0.001	-0.005	0.000	-0.005	0	40	4	4	11	59	34	93	19
Mid 2019 - Mid 2029	875	0.000	0.000	0.009	0.001	0.000	0.009	0.000	0.009	6	27	463	124	26	646	36	682	619
Mid 2019 - Mid 2031	847	0.000	0.000	0.007	0.001	0.000	0.008	0.000	0.008	5	27	406	117	23	577	34	611	550

Source: Growth forecast to 2031 is based on the 2031 forecast in the Places to Grow, Growth Plan for the Greater Golden Horseshoe (2017), Schedule 7 by Watson & Associates Economists Ltd., 2019.

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

<sup>2</sup> Growth forecast to 2031 is based on the 2031 forecast in the Places to Grow, Growth Plan for the Greater Golden Horseshoe (2017), Schedule 7.



Schedule 10b  
Town of Bradford West Gwillimbury  
Employment and Gross Floor Area (G.F.A.) Forecast, 2019 to 2031

Period	Population	Employment					Gross Floor Area in Square Feet (Estimated) <sup>1</sup>			
		Primary	Industrial	Commercial/ Population Related	Institutional <sup>2</sup>	Total	Industrial	Commercial/ Population Related	Institutional	Total
Mid 2006	24,039	355	2,755	1,740	1,110	5,960				
Mid 2011	28,077	280	2,733	2,318	1,350	6,681				
Mid 2016	35,325	315	2,505	2,935	1,895	7,650				
Mid 2019	38,399	315	2,516	2,948	1,895	7,674				
Mid 2029	47,146	375	7,142	4,190	2,063	13,770				
Mid 2031	48,560	375	7,384	4,347	2,073	14,179				
<b>Incremental Change</b>										
Mid 2006 - Mid 2011	4,038	-75	-22	578	240	721				
Mid 2011 - Mid 2016	7,248	35	-228	617	545	969				
Mid 2016 - Mid 2019	3,074	0	11	13	0	24	14,300	6,500	0	20,800
Mid 2019 - Mid 2029	8,747	60	4,626	1,242	168	6,096	6,013,800	621,000	117,600	6,752,400
Mid 2019 - Mid 2031	10,161	60	4,868	1,399	178	6,505	6,328,400	699,500	124,600	7,152,500
<b>Annual Average</b>										
Mid 2006 - Mid 2011	808	-15	-4	116	48	144				
Mid 2011 - Mid 2016	1,450	7	-46	123	109	194				
Mid 2016 - Mid 2019	1,025	0	4	4	0	8	4,767	2,167	0	6,933
Mid 2019 - Mid 2029	875	6	463	124	17	610	601,380	62,100	11,760	675,240
Mid 2019 - Mid 2031	847	5	406	117	15	542	527,367	58,292	10,383	596,042

Source: Growth forecast to 2031 is based on the 2031 forecast in the Places to Grow, Growth Plan for the Greater Golden Horseshoe (2017), Schedule 7 by Watson & Associates Economists Ltd., 2019.

<sup>1</sup> Square Foot Per Employee Assumptions

Industrial	1,300
Commercial/ Population Related	500
Institutional*	700

\* Reflects Mid 2019 to 2031 forecast period

<sup>2</sup> Forecast institutional employment and gross floor area have been adjusted downward to account for employment associated with special care units.



Schedule 10c  
Town of Bradford West Gwillimbury  
Estimate of the Anticipated Amount, Type and Location of Non-Residential  
Development for Which Development Charges Can be Imposed

Development Location	Timing	Industrial G.F.A. S.F. <sup>1</sup>	Commercial G.F.A. S.F. <sup>1</sup>	Institutional G.F.A. S.F. <sup>1</sup>	Total Non-Residential G.F.A. S.F.	Employment Increase <sup>2</sup>
Bradford Settlement Area - Greenfield Area (Urban) <sup>3</sup>	2019 - 2029	657,800	89,000	65,100	811,900	777
	2019 - 2031	712,400	91,500	67,200	871,100	827
Bradford Settlement Area - Built Boundary (Urban) <sup>3</sup>	2019 - 2029	344,500	37,500	19,600	401,600	368
	2019 - 2031	383,500	38,500	21,700	443,700	403
Bond Head Settlement Area (Urban) <sup>3</sup>	2019 - 2029	-	29,000	16,100	45,100	81
	2019 - 2031	-	29,000	18,200	47,200	84
Bradford West Gwillimbury Strategic Settlement Employment Area <sup>3</sup>	2019 - 2029	5,011,500	465,500	16,800	5,493,800	4,810
	2019 - 2031	5,232,500	540,500	17,500	5,790,500	5,131
Total Urban Area (Sub-Total)	2019 - 2029	6,013,800	621,000	117,600	6,752,400	6,036
	2019 - 2031	6,328,400	699,500	124,600	7,152,500	6,445
Rural	2019 - 2029	-	-	-	-	-
	2019 - 2031	-	-	-	-	-
Town of Bradford West Gwillimbury	2019 - 2029	6,013,800	621,000	117,600	6,752,400	6,036
	2019 - 2031	6,328,400	699,500	124,600	7,152,500	6,445

Source: Growth forecast to 2031 is based on the 2031 forecast in the Places to Grow, Growth Plan for the Greater Golden Horseshoe (2017), Schedule 7 by Watson & Associates Economists Ltd., 2019.

<sup>1</sup> Employment Increase does not include No Fixed Place of Work.

<sup>2</sup> Square feet per employee assumptions:

Industrial	1,300
Commercial	500
Institutional	700

\*Reflects Mid 2019 to Mid 2039 forecast period

<sup>3</sup> Refer to Map A-2



Schedule 11  
Town of Bradford West Gwillimbury  
Non-Residential Construction Value  
Years 2007 to 2016  
(000's 2019 \$)

YEAR	Industrial				Commercial				Institutional				Total			
	New	Improve	Additions	Total	New	Improve	Additions	Total	New	Improve	Additions	Total	New	Improve	Additions	Total
2007	4,714	76	0	4,790	2,130	3,540	1,921	7,590	0	0	0	0	6,844	3,615	1,921	12,380
2008	171	0	3,705	3,876	31,824	285	0	32,109	91	6	1,881	1,978	32,086	291	5,586	37,963
2009	440	175	0	615	9,330	2,652	0	11,983	14,690	711	0	15,401	24,460	3,538	0	27,998
2010	1,006	166	1,544	2,716	48,187	10,425	0	58,612	245	1,428	0	1,674	49,438	12,020	1,544	63,002
2012	687	202	0	889	6,089	996	1,822	8,907	6,480	933	0	7,413	13,256	2,130	1,822	17,209
2013	4,459	325	0	4,784	1,685	1,839	0	3,524	179	3,437	0	3,616	6,324	5,601	0	11,924
2014	1,277	421	0	1,698	2,530	2,730	1,341	6,601	1,858	2,012	8,566	12,436	5,665	5,163	9,906	20,734
2015	1,924	445	0	2,369	15	717	0	732	243	4,720	1,173	6,135	2,182	5,882	1,173	9,236
2016	1,394	265	0	1,659	289	12,993	981	14,263	342	1,508	0	1,851	2,025	14,767	981	17,772
<b>Subtotal</b>	<b>16,445</b>	<b>2,290</b>	<b>5,249</b>	<b>23,984</b>	<b>108,109</b>	<b>38,572</b>	<b>6,064</b>	<b>152,745</b>	<b>24,911</b>	<b>15,212</b>	<b>11,619</b>	<b>51,743</b>	<b>149,466</b>	<b>56,074</b>	<b>22,933</b>	<b>228,473</b>
<b>Percent of Total</b>	<b>69%</b>	<b>10%</b>	<b>22%</b>	<b>100%</b>	<b>71%</b>	<b>25%</b>	<b>4%</b>	<b>100%</b>	<b>48%</b>	<b>29%</b>	<b>22%</b>	<b>100%</b>	<b>65%</b>	<b>25%</b>	<b>10%</b>	<b>100%</b>
<b>Average</b>	<b>1,645</b>	<b>254</b>	<b>2,625</b>	<b>2,398</b>	<b>10,811</b>	<b>3,857</b>	<b>1,516</b>	<b>15,275</b>	<b>2,768</b>	<b>1,690</b>	<b>3,873</b>	<b>5,749</b>	<b>14,947</b>	<b>5,607</b>	<b>3,276</b>	<b>22,847</b>
2007 - 2011 Period Total				12,585				118,719				20,293				151,597
<b>2007 - 2011 Average</b>				<b>2,517</b>				<b>23,744</b>				<b>4,059</b>				<b>30,319</b>
% Breakdown				8.3%				78.3%				13.4%				100.0%
2012 - 2016 Period Total				11,399				34,027				31,450				76,876
<b>2012 - 2016 Average</b>				<b>2,280</b>				<b>6,805</b>				<b>6,290</b>				<b>15,375</b>
% Breakdown				14.8%				44.3%				40.9%				100.0%
2007 - 2016 Period Total				23,984				152,745				51,743				228,473
<b>2007 - 2016 Average</b>				<b>2,398</b>				<b>15,275</b>				<b>5,174</b>				<b>22,847</b>
% Breakdown				10.5%				66.9%				22.6%				100.0%

Source: Statistics Canada Publication, 64-001-XIB

Note: Inflated to year-end 2018 (January, 2019) dollars using Reed Construction Cost Index



Schedule 12  
Town of Bradford West Gwillimbury  
Employment to Population Ratio by Major Employment Sector, 2001 to 2016

NAICS		Year			Change		Comments
		2006	2011	2016	06-11	11-16	
<b>Employment by industry</b>							
<b>Primary Industry Employment</b>							
11	<i>Agriculture, forestry, fishing and hunting</i>	500	375	425	-125	50	Categories which relate to local land-based resources
21	<i>Mining and oil and gas extraction</i>	0	0	30	0	30	
<b>Sub-total</b>		<b>500</b>	<b>375</b>	<b>455</b>	<b>-125</b>	<b>80</b>	
<b>Industrial and Other Employment</b>							
22	<i>Utilities</i>	15	25	20	10	-5	Categories which relate primarily to industrial land supply and demand
23	<i>Construction</i>	340	445	340	105	-105	
31-33	<i>Manufacturing</i>	2,025	1,975	1,725	-50	-250	
41	<i>Wholesale trade</i>	290	250	315	-40	65	
48-49	<i>Transportation and warehousing</i>	255	225	210	-30	-15	
56	<i>Administrative and support</i>	80	128	145	48	18	
<b>Sub-total</b>		<b>3,005</b>	<b>3,048</b>	<b>2,755</b>	<b>43</b>	<b>-293</b>	
<b>Population Related Employment</b>							
44-45	<i>Retail trade</i>	725	950	1,210	225	260	Categories which relate primarily to population growth within the municipality
51	<i>Information and cultural industries</i>	45	110	135	65	25	
52	<i>Finance and insurance</i>	185	145	225	-40	80	
53	<i>Real estate and rental and leasing</i>	75	110	150	35	40	
54	<i>Professional, scientific and technical services</i>	185	210	365	25	155	
55	<i>Management of companies and enterprises</i>	10	0	10	-10	10	
56	<i>Administrative and support</i>	80	128	145	48	18	
71	<i>Arts, entertainment and recreation</i>	90	95	210	5	115	
72	<i>Accommodation and food services</i>	325	490	650	165	160	
81	<i>Other services (except public administration)</i>	370	380	495	10	115	
<b>Sub-total</b>		<b>2,090</b>	<b>2,618</b>	<b>3,595</b>	<b>528</b>	<b>978</b>	
<b>Institutional</b>							
61	<i>Educational services</i>	575	545	790	-30	245	
62	<i>Health care and social assistance</i>	515	650	900	135	250	
91	<i>Public administration</i>	150	275	310	125	35	
<b>Sub-total</b>		<b>1,240</b>	<b>1,470</b>	<b>2,000</b>	<b>230</b>	<b>530</b>	
<b>Total Employment</b>		<b>6,835</b>	<b>7,510</b>	<b>8,805</b>	<b>675</b>	<b>1,295</b>	
<b>Population</b>		<b>24,039</b>	<b>28,077</b>	<b>35,325</b>	<b>4,038</b>	<b>7,248</b>	
<b>Employment to Population Ratio</b>							
<b>Industrial and Other Employment</b>		<b>0.13</b>	<b>0.11</b>	<b>0.08</b>	<b>-0.02</b>	<b>-0.03</b>	
<b>Population Related Employment</b>		<b>0.09</b>	<b>0.09</b>	<b>0.10</b>	<b>0.01</b>	<b>0.01</b>	
<b>Institutional Employment</b>		<b>0.05</b>	<b>0.05</b>	<b>0.06</b>	<b>0.00</b>	<b>0.00</b>	
<b>Primary Industry Employment</b>		<b>0.02</b>	<b>0.01</b>	<b>0.01</b>	<b>-0.01</b>	<b>0.00</b>	
<b>Total</b>		<b>0.28</b>	<b>0.27</b>	<b>0.25</b>	<b>-0.02</b>	<b>-0.02</b>	

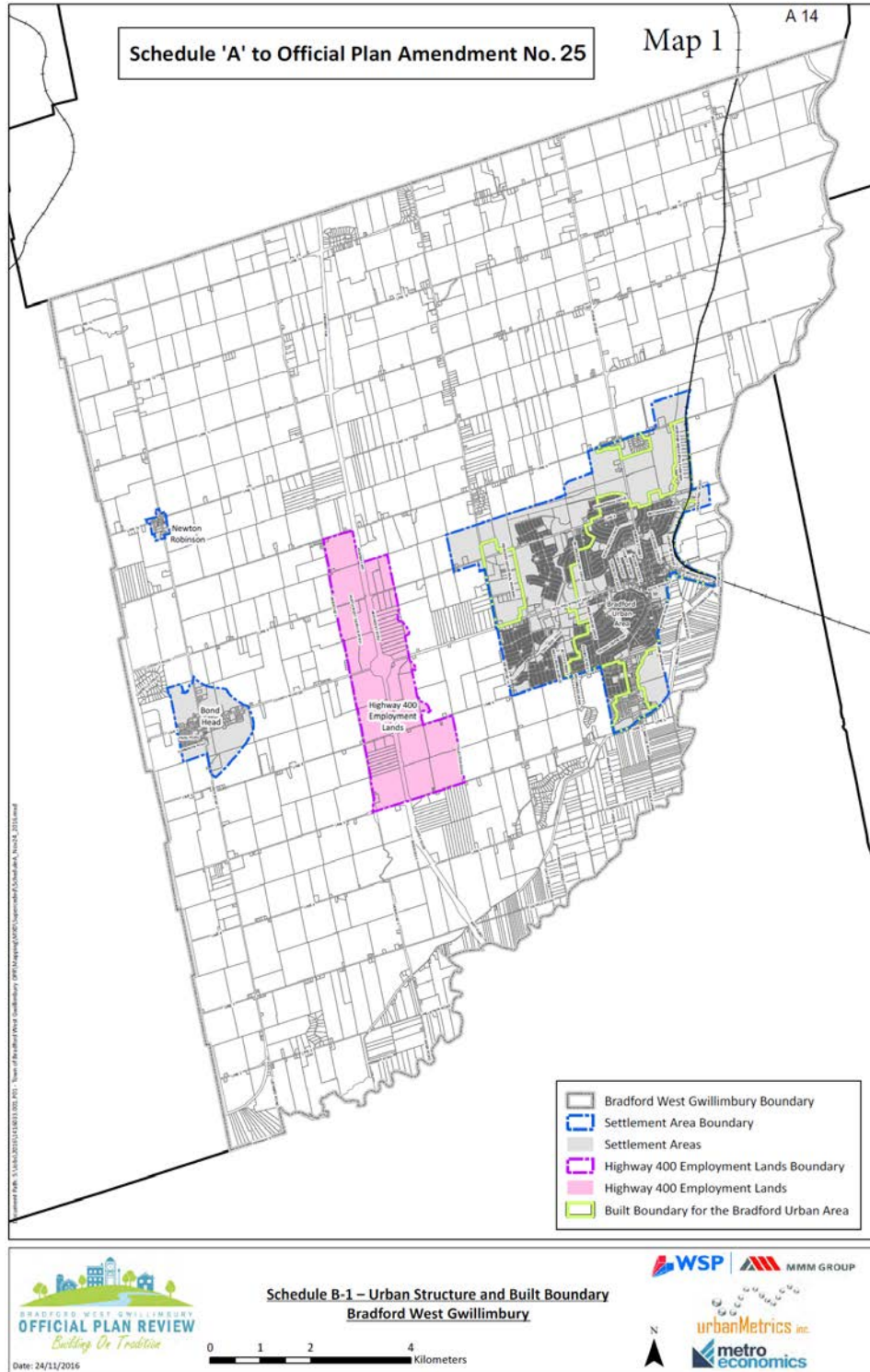
Source: Statistics Canada Employment by Place of Work

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



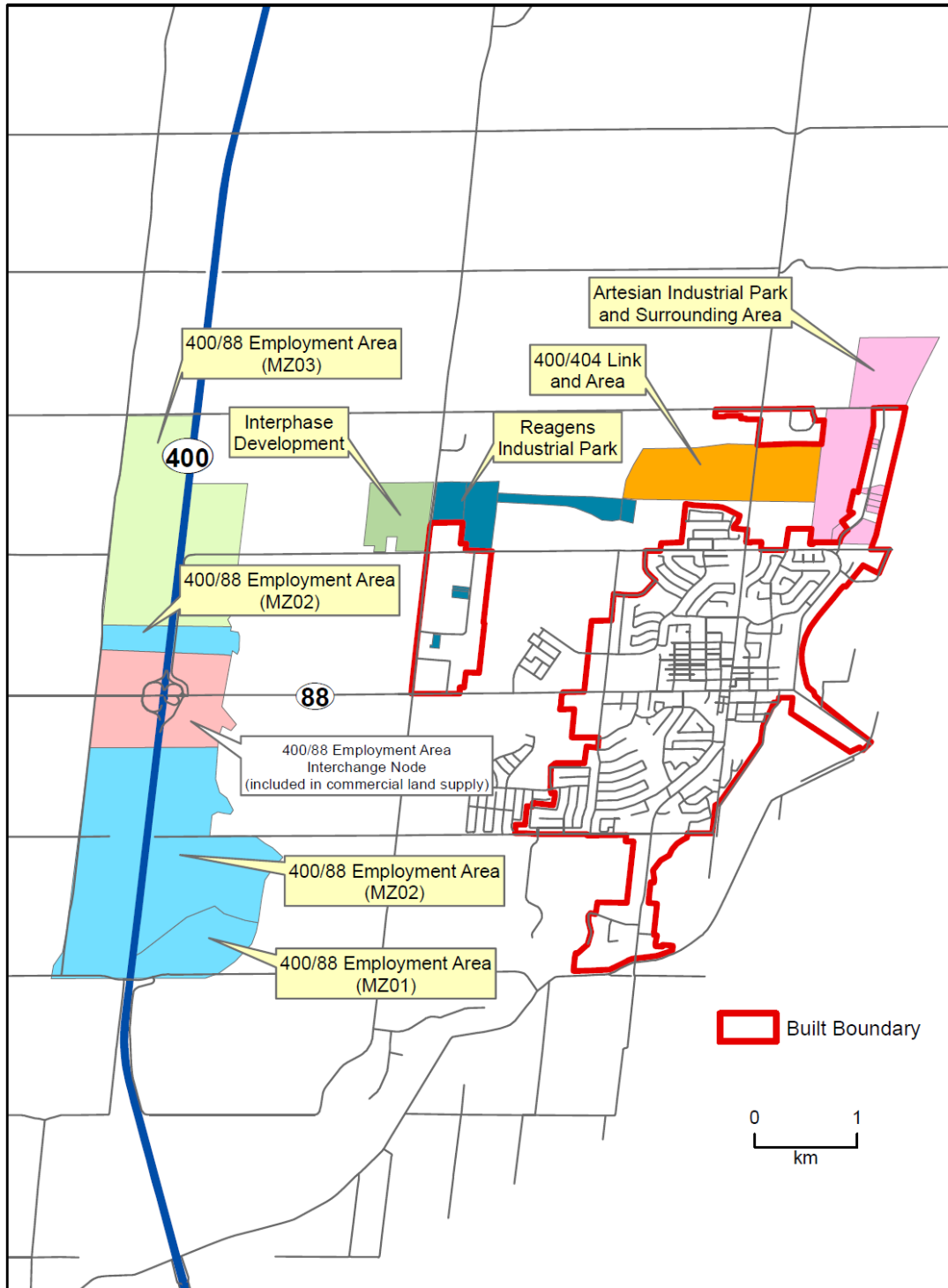


# Map A-1 Town of Bradford West Gwillimbury Urban Structure and Built Boundary





Map A-2  
Town of Bradford West Gwillimbury  
Vacant Designated Employment Lands





# Appendix B

## Level of Service



**APPENDIX B - LEVEL OF SERVICE CEILING  
TOWN OF BRADFORD WEST GWILLIMBURY**

SUMMARY OF SERVICE STANDARDS AS PER DEVELOPMENT CHARGES ACT, 1997, AS AMENDED							
Service Category	Sub-Component	10 Year Average Service Standard					Maximum Ceiling LOS
		Cost (per capita)	Quantity (per capita)		Quality (per capita)		
Roads Related Facilities and Vehicles	Roads Related - Facilities	\$366.59	1.7387	ft² of building area	211	per sq.ft.	3,724,921
	Roads Related - Vehicles & Equipment	\$449.57	0.0042	No. of vehicles and equipment	107,040	per vehicle	4,568,081
Fire Protection Services	Fire Protection Services - Facilities	\$112.33	0.3163	ft² of building area	355	per sq.ft.	1,141,385
	Fire Protection Services - Vehicles	\$174.26	0.0004	No. of vehicles	435,650	per vehicle	1,770,656
	Fire Protection Services - Small Equipment and Gear	\$54.34	0.0173	No. of equipment and gear	3,141	per Firefighter	552,149
Police Services	Police Facilities	\$261.99	0.9016	ft² of building area	291	per sq.ft.	2,662,080
	Police Vehicles & Equipment	\$24.17	0.0006	No. of vehicles and equipment	40,283	per vehicle	245,591
	Police Small Equipment and Gear	\$39.74	0.0014	No. of equipment and gear	28,386	per Officer	403,798
Parking Services	Parking Services - Parking Spaces	\$115.72	0.0150	No. of spaces	7,715	per space	1,012,203
Outdoor Recreation Services	Outdoor Recreation Services - Parkland Development	\$161.87	0.0036	Acres of Parkland	44,964	per acre	1,415,877
	Outdoor Recreation Services - Parkland Amenities	\$239.28	0.0161	No. of parkland amenities	14,862	per amenity	2,092,982
	Outdoor Recreation Services - Parkland Trails	\$71.03	0.3461	Linear Metres of Paths and Trails	205	per lin m.	621,299
	Outdoor Recreation Services - Parks Vehicles and Equipment	\$62.90	0.0017	No. of vehicles and equipment	37,000	per vehicle	550,186
Indoor Recreation Services	Indoor Recreation Services - Facilities	\$2,721.36	7.5642	ft² of building area	360	per sq.ft.	23,803,736
Library Services	Library Services - Facilities	\$579.99	1.1113	ft² of building area	522	per sq.ft.	5,073,173
	Library Services - Collection Materials	\$189.98	4.1952	No. of library collection items	45	per collection item	1,661,755



**Town of Bradford West Gwillimbury  
Service Standard Calculation Sheet**

Service: Roads Related - Facilities  
Unit Measure: ft<sup>2</sup> of building area

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Municipal Garage #1 (Laws Pit)	9,650	9,650	9,650	9,650	9,650	9,650	9,650	9,650	9,650	9,650	\$219	\$263
Municipal Garage #2 (Laws Pit)	3,390	3,390	3,390	3,390	3,390	3,390	3,390	3,390	3,390	3,390	\$211	\$254
Salt Shed (Laws Pit)	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	\$124	\$158
Tire Shed (Laws Pit)	400	400	400	400	400	576	576	576	576	576	\$104	\$136
Municipal Garage (Melbourne)	8,620	8,620	8,620	8,620	8,620	8,620	8,620	8,620	8,620	8,620	\$211	\$254
Salt Shed (Melbourne)	1,000	1,000	1,000	1,000	1,000	1,000	1,000	-	-	-	\$124	\$158
Sand/Salt Storage (Law's Pit)	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	\$29	\$53
Operations Space (31 Barrie St.)	4,800	4,800	-	-	-	-	-	-	-	-	\$284	\$334
Operations Space (100 Holland Crt.)	-	-	11,500	11,500	-	-	-	-	-	-	\$284	\$334
Operations Space (305 Barrie St.)	-	-	-	-	8,667	8,667	8,667	12,159	12,159	12,159	\$284	\$334
Operations Space & Storage Facility (3086 County Rd. 4)	-	-	-	13,000	13,000	13,000	13,000	13,000	13,000	13,000	\$115	\$148
Sand/Salt Storage (Melbourne)	-	-	-	-	-	-	-	3,120	3,120	3,120	\$104	\$136
Storage Facilities (Melbourne)	-	-	-	-	-	740	740	740	740	740	\$104	\$136
3541 Line 11 - Community Service Building	-	-	-	-	-	-	-	7,352	7,352	7,352	\$250	\$297
<b>Total</b>	<b>38,860</b>	<b>38,860</b>	<b>45,560</b>	<b>58,560</b>	<b>55,727</b>	<b>56,643</b>	<b>56,643</b>	<b>69,607</b>	<b>69,607</b>	<b>69,607</b>		

Population	25,726	26,696	28,077	30,033	31,164	32,744	33,466	35,325	37,570	38,369
Per Capita Standard	1.5105	1.4556	1.6227	1.9499	1.7882	1.7299	1.6926	1.9705	1.8527	1.8142

10 Year Average	2009-2018
Quantity Standard	1.7387
Quality Standard	\$211
Service Standard	\$367

D.C. Amount (before deductions)	13 Year
Forecast Population	10,161
\$ per Capita	\$367
Eligible Amount	\$3,724,921



**Town of Bradford West Gwillimbury  
Service Standard Calculation Sheet**

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

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/Vehicle)
2002 Dodge Dakota ext. Cab (Building) (Replaced in 2010)	1	1	-	-	-	-	-	-	-	-	\$42,200
2005 Dodge Dakota (Building - Replaced in 2013)	1	1	1	1	1	-	-	-	-	-	\$32,300
2005 Dodge Dakota (Building - Replaced in 2013)	1	1	1	1	1	-	-	-	-	-	\$32,300
2008 Ford Escape XLT (Development)	1	1	1	1	1	1	1	1	1	1	\$29,900
2010 Ford Escape 4X4 XLT (Building)	-	1	1	1	1	1	1	1	1	1	\$33,500
2012 Ford Escape XLT 4WD (Building)	-	-	-	1	1	1	1	1	1	1	\$32,900
2008 Honda Hybrid (By-law)	1	1	1	1	1	1	1	1	1	1	\$32,300
2010 Ford Escape (By-law)		1	1	1	1	1	1	1	1	1	\$29,900
2013 Ford Escape SE -White (By-law)	-	-	-	-	1	1	1	1	1	1	\$35,800
1976 Massey Ferguson Tractor (230 Diesel)	1	1	1	1	1	1	1	1	1	1	\$62,200
1988 Ford L9000 Single Axle Dump	1	1	1			-	-	-	-	-	\$228,000
1990 Trailer 10 ton tag along (blue)	1	1	1	1	1	1	1	1	1	1	\$11,200
1991 GMC 5T-Single Axle dump truck (Replaced in 2012)	1	1	1	1	-	-	-	-	-	-	\$213,000
1991 Bucket Truck (Auction 2018)	1	1	1	1	1	1	1	1	1	1	\$90,800
1991 Champion Articulate Grader	1	1	1	1	1	1	1	1	1	1	\$308,000
1996 Ford L8000 (Replaced in 2013)	1	1	1	1	1	-	-	-	-	-	\$139,000
1997 New Holland Tractor (Parks)	1	1	1	1	1	1	1	1	1	1	\$62,200
1997 Trailer AT-2 20T Tag-along (Replaced in 2012)	1	1	1	1	-	-	-	-	-	-	\$33,600
1997 Backhoe Loader	1	-	-	-	-	-	-	-	-	-	\$149,000
2004 John Deere mower 1445 (Trade in 2012)	1	1	1	1	-	-	-	-	-	-	\$46,000



**Town of Bradford West Gwillimbury  
Service Standard Calculation Sheet**

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

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/Vehicle)
1999 Jonhston Sweeper (Replaced 2018)	1	1	1	1	1	1	1	1	1	1	\$286,000
1999 Sewer Cleaner (Vactor) (Trade in 2013)	1	1	1	1	1	-	-	-	-	-	\$542,000
1999 Chev Astro CM11005 Utility Van (Disposed)	1	1	1	1	1	-	-	-	-	-	\$39,800
2000 Volvo Plow/Sander - Tandem (Disposed 2016)	1	1	1	1	1	1	1	1	-	-	\$418,000
2000 Ford ½Ton Pickup (Replaced in 2013)	1	1	1	1	1	-	-	-	-	-	\$42,200
2001 Int'l Tandem (Disposed 2018)	1	1	1	1	1	1	1	1	1	1	\$276,000
2001 Freightliner FL80 Single Axle Dump	1	1	1	1	1	1	1	1	1	1	\$197,000
2001 Int'l Tandem Dump	1	1	1	1	1	1	1	1	-	-	\$276,000
2001 Ford F350 4x2 - 1 Ton	1	1	1	1	1	1	1	1	-	-	\$65,900
2001 Kubota Mower 72" F3060	1	1	1	-	-	-	-	-	-	-	\$38,500
2002 Volvo Grader	1	1	1	1	1	1	1	1	1	1	\$427,000
2002 Dodge Ram - PW Superintendent (Replaced in 2013)	1	1	1	1	1	-	-	-	-	-	\$43,500
2002 Caterpillar - 315CL MA3 Excavator	1	1	1	1	1	1	1	1	1	1	\$331,000
2002 GMC Sierra 3/4T Crew - Diesel	1	1	1	1	1	1	1	1	-	-	\$119,000
2002 Lely mower Spendimo 240HD	1	1	1	1	1	1	1	1	1	1	\$13,700
Sewer Camera	1	1	1	1	1	1	1	1	1	1	\$38,500
2003 Sterling - Tandem Dump	1	1	1	1	1	1	1	1	1	1	\$308,000
2003 Chevrolet LT1500 ½T Pickup (Disposed 2014)	1	1	1	1	1	1	-	-	-	-	\$42,200



**Town of Bradford West Gwillimbury  
Service Standard Calculation Sheet**

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

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/Vehicle)
2004 CAT - Tier II Loader (repl. 1992 Loader) (Auction 2018)	1	1	1	1	1	1	1	1	1	1	\$204,000
2004 CAT - Backhoe/Loader (Auction 2018)	1	1	1	1	1	1	1	1	1	1	\$162,000
2004 Kubota 34-40	1	1	1	1	1	1	1	1	1	1	\$74,700
2005 Sterling LT8500 Single Axle (Repl. 1992)	1	1	1	1	1	1	1	1	1	1	\$213,000
2005 Sterling LT8500 Single Axle (Repl. 1995) (Auction 2018)	1	1	1	1	1	1	1	1	1	1	\$213,000
2005 Chev. Silverado 3500 (Trade in Oct 2017)	1	1	1	1	1	1	1	1	1	-	\$67,200
2005 MadVac - Rubbish Collector (Repl. 1994) (Auction 2015)	1	1	1	1	1	1	1	-	-	-	\$70,900
2002 Dodge Dakota ext. Cab (repl. 2013)	1	1	1	1	1	-	-	-	-	-	\$42,200
2006 Dodge Ram 2500 w/plow pack (102) shared	1	1	1	1	1	1	1	1	1	1	\$44,700
2006 Freightliner - tandem truck w/sand box	1	1	1	1	1	1	1	1	1	1	\$279,000
2006 Freightliner - Tandem truck w/sand box	1	1	1	1	1	1	1	1	1	1	\$285,000
2007 Dodge Ram Quad w/plow pack (107) shared (Auction 2018)	1	1	1	1	1	1	1	1	1	1	\$45,200
2007 Trackless MT5T (Repl. 1996) (Auction 2016)	1	1	1	1	1	1	1	1	-	-	\$127,000
2007 Lely mower Spendimo 240HD	1	1	1	1	1	1	1	-	-	-	\$13,700
2007 Tractor MF5455-4C S/N S040015 (Repl. 1993)	1	1	1	1	1	1	1	1	1	1	\$95,800





**Town of Bradford West Gwillimbury  
Service Standard Calculation Sheet**

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

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/Vehicle)
2007 Volvo L70F front end Loader (Repl. 1992)	1	1	1	1	1	1	1	1	1	1	\$148,000
2007 Elgin Whirlwind Street Sweeper	1	1	1	1	1	1	1	1	1	1	\$254,000
2008 Int'l Single Axle Plow / Sander unit	1	1	1	1	1	1	1	1	1	1	\$228,000
2009 Freightliner M2-106V Cab & Chassis	1	1	1	1	1	1	1	1	1	1	\$99,500
2009 Chevrolet HHR	1	1	1	1	1	1	1	1	1	1	\$26,100
2008 Kubota 4-WD with snowblower & V-blade	1	1	1	1	1	1	1	1	1	1	\$36,900
2010 Ford Transit Co. XLT	1	1	1	1	1	1	1	1	1	1	\$34,000
Dickey-John spreader system installed in V96-3 (Trade in 2013)	1	1	1	1	1	-	-	-	-	-	\$8,000
2010 Freightliner M2-112V Cab & Chassis	1	1	1	1	1	1	1	1	1	1	\$168,000
2009 Loader Backhoe 580SM	1	1	1	1	1	1	1	1	1	1	\$136,000
Viking Proline U Body Combination Plow/Sander Unit	1	1	1	1	1	1	1	1	1	1	\$138,000
Bauman Salt/Sand Spreader	1	1	1	1	1	1	1	1	1	1	\$10,600
Challenger 12001	1	1	1	1	1	1	1	1	1	1	\$10,800
Snow Pusher with rubber blade	1	1	1	1	1	1	1	1	1	1	\$5,400
2009 Trailer Plate #F8398K (Parks)	1	1	1	1	1	1	1	1	1	1	\$7,200
2011 Dodge Ram 3500	-	-	1	1	1	1	1	1	1	1	\$62,100
2012 Freightliner M2-106V wjth Viking Equipment	-	-	1	1	1	1	1	1	1	1	\$203,000
SSRT18 Speed Radar Trailer	-	-	1	1	1	1	1	1	1	1	\$10,800
2012 Dodge Ram 2500	-	-	1	1	1	1	1	1	1	1	\$40,700
2012 Chevrolet Colorado	-	-	-	1	1	1	1	1	1	1	\$27,700



**Town of Bradford West Gwillimbury  
Service Standard Calculation Sheet**

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

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/Vehicle)
2012 Dodge Ram 3500 Chassis Cab	-	-	-	1	1	1	1	1	1	1	\$60,000
2012 25 ton D.O.W. Float Trailer	-	-	-	1	1	1	1	1	1	1	\$33,200
2012 Kubota Tractor, plow, sander, spreader, sweeper	-	-	-	1	1	1	1	1	1	1	\$75,500
2013 Chevrolet Silverado - white	-	-	-	-	1	1	1	1	1	1	\$31,200
2012 Vactor 2100 plus dial stage fan sewer unit	-	-	-	1	1	1	1	1	1	1	\$502,700
2012 Kubota Tractor, plow, sander, spreader, sweeper	-	-	-	1	1	1	1	1	1	1	\$114,000
2014 Freightliner 108 SD wjth Viking Equipment	-	-	-	-	1	1	1	1	1	1	\$280,000
2014 Ford F150 4x4	-	-	-	-	1	1	1	1	1	1	\$39,800
2014 3/4 ton with lift gate	-	-	-	-	1	1	1	1	1	1	\$42,100
2014 1 ton custom body Sign truck	-	-	-	-	1	1	1	1	1	1	\$70,700
2002 Diesel Generator	1	1	1	1	1	1	1	1	1	1	\$438,000
2004 Kubota Tractor & Loader with attachments (Trade in 2017)	1	1	1	1	1	1	1	1	1	-	\$54,200
2006 Chev 4WD (Disposed 2016)	1	1	1	1	1	1	1	1	-	-	\$79,700
2008 Dodge Sprinter	1	1	1	1	1	1	1	1	1	-	\$29,300
2009 Ford F150 P/U	1	1	1	1	1	1	1	1	1	1	\$39,200
2009 Dodge Ram	1	1	1	1	1	1	1	1	1	1	\$31,900
2011 GMC	-	-	1	1	1	1	1	1	1	1	\$42,000
2012 Int'l Vactor	-	-	1	1	1	1	1	1	1	1	\$478,700
2013 Ford	-	-	-	-	1	1	1	1	1	1	\$47,700
2005 GMC Sierra (Trade in 2016)	1	1	1	1	1	1	1	1	-	-	\$114,000
2005 Dodge (Destroyed by fire 2014)	1	1	1	1	1	1	-	-	-	-	\$50,000
2006 Chev 4 X 2 Silverado 1500	1	1	1	1	1	1	1	1	1	-	\$33,400
2006 Chev ETV Cube Van (Disposed 2017)	1	1	1	1	1	1	1	1	1	-	\$71,200



**Town of Bradford West Gwillimbury  
Service Standard Calculation Sheet**

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

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/Vehicle)
2007 Dodge 107 (Parks) (Auction 2018)	1	1	1	1	1	1	1	1	1	1	\$47,300
2011 GMC Sierra	-	-	1	1	1	1	1	1	1	1	\$39,800
UPUL Trailer	-	-	1	1	1	1	1	1	1	1	\$4,600
2012 Dodge Ram 2500	-	-	-	1	1	1	1	1	1	1	\$62,100
2003 Power Prime Pump (WW)	1	1	1	1	1	1	1	1	1	1	\$64,300
2007 Dodge Ram 2500 Quadcab (Water)	1	1	1	1	1	1	1	1	1	1	\$40,600
2008 Wachs Trav-L-Vac Trailer Valve Exerciser (Water)	1	1	1	1	1	1	1	1	1	1	\$75,500
2009 Saturn Vue Hybrid (Water)	1	1	1	1	1	1	1	1	1	1	\$34,600
2011 Wachs ERV-750 Automated Valve Operator (Water)	-	-	1	1	1	1	1	1	1	1	\$20,600
2014 Ford Escape 4WD (Building)	-	-	-	-	-	1	1	1	1	1	\$29,800
2014 Ford Escape SE (Building)	-	-	-	-	-	1	1	1	1	1	\$29,800
2014 GMC Savana Cube Van (WW)	-	-	-	-	1	1	1	1	1	1	\$42,100
2014 Jeep Cherokee Sport (Building)	-	-	-	-	-	1	1	1	1	1	\$28,600
2014 Toyota Tacoma 4x4	-	-	-	-	-	1	1	1	1	1	\$45,000
2015 Bomford 48" Wide Rotary Mower Head	-	-	-	-	-	-	1	1	1	1	\$4,600
2015 Ford F250 Crew Cab	-	-	-	-	-	-	1	1	1	1	\$50,300
2015 GMC Sierra 4WD (Water)	-	-	-	-	-	-	1	1	1	1	\$31,800
2015 John Deere 710K Backhoe Loader	-	-	-	-	-	-	1	1	1	1	\$249,500
2015 Kestrel 16.5 foot Boom Mower	-	-	-	-	-	-	1	1	1	1	\$28,100
2015 MadVac LN50 Litter Vacuum	-	-	-	-	-	-	1	1	1	1	\$56,200
2016 Chevrolet Silverado 1500 (Water)	-	-	-	-	-	-	-	1	1	1	\$38,500



**Town of Bradford West Gwillimbury  
Service Standard Calculation Sheet**

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

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/Vehicle)
2016 Chevrolet Silverado 1500 (WW)	-	-	-	-	-	-	-	1	1	1	\$41,500
2016 Dodge Ram 1500 (Capital)	-	-	-	-	-	-	1	1	1	1	\$33,300
2016 Dodge Ram 1500 (Capital)	-	-	-	-	-	-	1	1	1	1	\$33,300
2016 Envirosight Jetscan Sewer Camera	-	-	-	-	-	-	-	1	1	1	\$23,300
2016 Ford F150 Supercab	-	-	-	-	-	-	-	1	1	1	\$37,800
2016 Ford F350 with Plow Package (Water)	-	-	-	-	-	-	1	1	1	1	\$85,200
2016 Ford F450 1 Ton with plow	-	-	-	-	-	-	-	1	1	1	\$73,100
2016 Freightliner Single Axle Dump Plow/Sander Combo	-	-	-	-	-	-	1	1	1	1	\$265,800
2016 Freightliner Tandem Dump Plow/Sander	-	-	-	-	-	-	1	1	1	1	\$298,200
2016 Trackless 51" Ribbon Front Mounted Snow Blower	-	-	-	-	-	-	-	1	1	1	\$14,300
2016 Trackless Boom Flail Mower & Dual Loader Lug Tires	-	-	-	-	-	-	-	1	1	1	\$33,100
2016 Trackless Cold Planer with Concrete Drum & Asphalt Milling Drum	-	-	-	-	-	-	-	1	1	1	\$31,400
2016 Trackless Infrared Asphalt Heater & Generator	-	-	-	-	-	-	-	1	1	1	\$31,000
2016 Trackless MT6 Multi-purpose Tractor/Sander/Plow	-	-	-	-	-	-	-	1	1	1	\$134,000
2016 Trackless MT6 Multi-purpose Tractor/Sander/Plow	-	-	-	-	-	-	-	1	1	1	\$134,000
2016 Trackless Telescopic Truck Loading Blower Chute	-	-	-	-	-	-	-	1	1	1	\$4,100



**Town of Bradford West Gwillimbury  
Service Standard Calculation Sheet**

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

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/Vehicle)
2016 Vactor 2100PLUS Auto Hose Rewinder	-	-	-	-	-	-	-	1	1	1	\$10,700
2017 8-10ft Western Extendable Plow with Lights	-	-	-	-	-	-	-	-	1	1	\$7,300
2017 Bandit 150XP Brush Chipper	-	-	-	-	-	-	-	-	1	1	\$58,500
2017 Chevrolet Silverado 3500 Crew Cab 4WD 1 Ton	-	-	-	-	-	-	-	-	1	1	\$102,000
2017 Chevrolet Equinox (Building)	-	-	-	-	-	-	-	-	1	1	\$27,600
2017 Chevrolet Express Commercial (Water)	-	-	-	-	-	-	-	1	1	1	\$73,900
2017 Chevrolet Silverado	-	-	-	-	-	-	-	-	1	1	\$36,300
2017 Chevrolet Silverado 1500	-	-	-	-	-	-	-	-	1	1	\$36,300
2017 Chevrolet Silverado 1500 (WW)	-	-	-	-	-	-	-	-	1	1	\$32,400
2017 Chevrolet Silverado 1500 Double 4x4 WT (Water)	-	-	-	-	-	-	-	-	1	1	\$36,300
2017 Diamond Wire Guillotine Saw (Water)	-	-	-	-	-	-	-	-	1	1	\$14,800
2017 Freightliner with Viking Equipment	-	-	-	-	-	-	-	-	1	1	\$284,500
2017 Freightliner with Viking Plow	-	-	-	-	-	-	-	-	1	1	\$325,400
2017 Kioti NX6010 Tractor with attachments (WW)	-	-	-	-	-	-	-	-	1	1	\$70,100
2017 Lely Splendimo 240 HD mower	-	-	-	-	-	-	-	-	1	1	\$13,900
2017 Lely Splendimo 240HD mower	-	-	-	-	-	-	-	-	1	1	\$13,900
2017 RMES Slip-in 2600USG Water Tank with Surge Buster	-	-	-	-	-	-	-	-	1	1	\$32,100
2017 Western Tornado 7ft 1.5 cu yard Electric Salter	-	-	-	-	-	-	-	-	1	1	\$8,000



**Town of Bradford West Gwillimbury  
Service Standard Calculation Sheet**

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

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/Vehicle)
2018 12ft Chipper Box	-	-	-	-	-	-	-	-	-	1	\$8,400
2018 12ft Dump Box	-	-	-	-	-	-	-	-	-	1	\$8,000
2018 225kW Diesel Generator (USED)	-	-	-	-	-	-	-	-	-	1	\$15,600
2018 Case Rubber Tire Backhoe 580SN	-	-	-	-	-	-	-	-	-	1	\$151,200
2018 Chevrolet Silverado (By-law)	-	-	-	-	-	-	-	-	-	1	\$34,600
2018 Elgin Eagle Sweeper	-	-	-	-	-	-	-	-	-	1	\$333,600
2018 Falcon 2 Ton Asphalt Hot Box Trailer	-	-	-	-	-	-	-	-	-	1	\$39,300
2018 Flat Deck with 3 Ton Winch	-	-	-	-	-	-	-	-	-	1	\$9,700
2018 Ford Transit (WW)	-	-	-	-	-	-	-	-	-	1	\$34,500
2018 Freightliner 108SD with Viking Equipment	-	-	-	-	-	-	-	-	-	1	\$290,200
2018 Hook Truck with Del Equipment	-	-	-	-	-	-	-	-	-	1	\$201,100
2018 Hyundai HL940TM Rubber Wheeled Loader	-	-	-	-	-	-	-	-	-	1	\$206,600
2018 Mitsubishi RVR (Dev't)	-	-	-	-	-	-	-	-	-	1	\$24,100
2018 Storage Box	-	-	-	-	-	-	-	-	-	1	\$8,300
2018 Trackless MT7 Sidewalk Tractor	-	-	-	-	-	-	-	-	-	1	\$150,700
2018 Wacker Neuson SW28 Skid Steer Loader with Attachments	-	-	-	-	-	-	-	-	-	1	\$96,100
<b>Contracted Vehicles</b>											
1 Ton 4x4 Pickup Trucks	-	-	-	-	-	1	1	1	1	3	\$66,900
8'-10' Wideout Plows	-	-	-	-	-	1	1	1	1	3	\$9,200
SR250 Skidsteer Load with Bucket and Plow	-	-	-	-	-	1	1	1	1	1	\$109,600
Single Axle Dump Truck with Salter	-	-	-	-	-	1	1	1	1	1	\$242,400
Triaxle Dump Truck	-	-	-	-	-	1	1	1	1	1	\$357,800



**Town of Bradford West Gwillimbury  
Service Standard Calculation Sheet**

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

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/Vehicle)
Case 580n 4x4 Backhoe Loader with Bucket and Plow	-	-	-	-	-	1	1	1	1	1	\$173,100
Kubota m7060 Tractor with 14` Wing Blade	-	-	-	-	-	1	1	1	1	1	\$80,800
Salt Dome - 20t Capacity	-	-	-	-	-	1	1	1	1	1	\$69,200
1 Ton 4x4 Pickup Truck	-	-	-	-	-	1	1	1	1	1	\$66,900
SR 250 Skidsteer with Bucket	-	-	-	-	-	1	1	1	1	1	\$109,600
4x4 Pickup Truck	-	1	1	1	1	1	1	1	1	1	\$48,500
6" pump and hoses	-	1	1	1	1	1	1	1	1	2	\$3,500
2" pump and hoses	-	1	1	1	1	1	1	1	1	3	\$2,300
Triaxle Dump Truck	-	1	1	1	1	1	1	1	1	2	\$357,800
Sediment Bags	-	1	1	1	1	1	1	1	1	6	\$100
Mud Mats	-	1	1	1	1	1	1	1	1	1	\$4,600
Long Reach Excavator	-	1	1	1	1	1	1	1	1	1	\$346,200
Skid Steer	-	1	1	1	1	1	1	1	1	1	\$109,600
Laser Level	-	1	1	1	1	1	1	1	1	1	\$1,200
Drone	-	1	1	1	1	1	1	1	1	1	\$1,700
Ditching bucket	-	1	1	1	1	1	1	1	1	1	\$1,200
Digging Bucket	-	1	1	1	1	1	1	1	1	1	\$1,200
Skid steer Bucket	-	1	1	1	1	1	1	1	1	1	\$1,700
Skid steer Sweeper	-	1	1	1	1	1	1	1	1	1	\$13,800
Bucket Truck	1	1	1	1	1	1	1	1	1	2	\$242,400
Agar truck	1	1	1	1	1	1	1	1	1	1	\$219,300
Vac truck	1	1	1	1	1	1	1	1	1	1	\$530,900



**Town of Bradford West Gwillimbury  
Service Standard Calculation Sheet**

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

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/Vehicle)
<b>Contracted Vehicles Shared with Roads - 90% Roads/10% Parks for 2.5 days):</b>											
Zero Turn Mowers	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	\$27,000
3/4 Ton Pickup Trucks	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	\$40,900
Trailers	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	\$8,500
<b>Forestry Vehicles (Shared with Roads 90%/Parks 10%):</b>											
Wood Chipper with Crane	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	\$65,000
5 Ton Dump Bucket Truck with Boom	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	\$450,000
Stump Grinder	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	\$30,000
Heavy Duty Pickup	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	\$40,000
Covered Trailer	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	\$8,000
Mini Excavator	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	\$130,000
10,000 lb Float	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	\$10,000
45 Series Dump Truck	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	\$65,000
<b>Total</b>	<b>93</b>	<b>108</b>	<b>116</b>	<b>122</b>	<b>127</b>	<b>132</b>	<b>141</b>	<b>153</b>	<b>162</b>	<b>187</b>	

Population	25,726	26,696	28,077	30,033	31,164	32,744	33,466	35,325	37,570	38,369
Per Capita Standard	0.0036	0.0040	0.0041	0.0041	0.0041	0.0040	0.0042	0.0043	0.0043	0.0049

10 Year Average	2009-2018
Quantity Standard	0.0042
Quality Standard	\$107,040
Service Standard	\$450

D.C. Amount (before deductions)	13 Year
Forecast Population	10,161
\$ per Capita	\$450
Eligible Amount	\$4,568,081





**Town of Bradford West Gwillimbury  
Service Standard Calculation Sheet**

Service: Fire Protection Services - Facilities  
Unit Measure: ft² of building area

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Bradford Fire Hall	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600	9,600	\$310	\$363
Office Trailer	-	-	-	500	500	500	500	500	500	500	\$115	\$121
<b>Total</b>	<b>9,600</b>	<b>9,600</b>	<b>9,600</b>	<b>10,100</b>	<b>10,100</b>	<b>10,100</b>	<b>10,100</b>	<b>10,100</b>	<b>10,100</b>	<b>10,100</b>		

Population	25,726	26,696	28,077	30,033	31,164	32,744	33,466	35,325	37,570	38,369
Per Capita Standard	0.3732	0.3596	0.3419	0.3363	0.3241	0.3085	0.3018	0.2859	0.2688	0.2632

10 Year Average	2009-2018
Quantity Standard	0.3163
Quality Standard	\$355
Service Standard	\$112

D.C. Amount (before deductions)	13 Year
Forecast Population	10,161
\$ per Capita	\$112
Eligible Amount	\$1,141,385



**Town of Bradford West Gwillimbury  
Service Standard Calculation Sheet**

Service: Fire Protection Services - Vehicles  
Unit Measure: No. of vehicles

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/Vehicle)
1992 Emergency Aerial	1	1	1	-	-	-	-	-	-	-	\$1,492,000
1992 WHGM Fire Tanker (1014)	1	1	1	1	1	1	1	1	1	-	\$560,000
2002 Dodge Ram 1500 Van (Fire Prevention)	1	1	1	-	-	-	-	-	-	-	\$50,000
2003 Dodge Ram 1/2 ton (Rapid Intervention) (1010)	1	1	1	1	1	1	1	1	-	-	\$81,000
2000 Fire Safety House Trailer	1	1	1	1	1	1	1	1	-	-	\$50,000
1999 Spartan Rescue Pumper (1012)	1	1	1	1	1	1	1	1	1	1	\$854,000
2006 Dodge Durango Truck (10-1)	1	1	1	1	1	1	1	1	1	-	\$63,000
2006 Dodge Durango Truck (10-2)	1	1	1	1	1	1	1	1	1	-	\$63,000
2006 Rosenbauer Spartan Pumper/Tanker (1015)	1	1	1	1	1	1	1	1	1	1	\$662,000
2010 Pierce 29 ft Rescue Truck (1019)	-	1	1	1	1	1	1	1	1	1	\$750,000
2012 Dodge Ram 1500 (104)	-	-	-	1	1	1	1	1	1	1	\$35,000
Pierce Aerial Platform Fire Truck (1017)	-	-	-	1	1	1	1	1	1	1	\$1,443,000
2009 Rosenbauer Centurion Pumper / Rescue (1011)	1	1	1	1	1	1	1	1	1	1	\$853,000
2009 Wells Cargo White Trailer	1	1	1	1	1	1	1	1	1	1	\$10,000
2016 Ford Expedition Truck (10-1)	-	-	-	-	-	-	-	1	1	1	\$61,000
2018 Chev Silverado Truck (10-2)	-	-	-	-	-	-	-	-	-	1	\$56,000
2018 Ford Escape SUV (10-5)	-	-	-	-	-	-	-	-	-	1	\$36,000
2016 BullEx Fire Safety Trailer	-	-	-	-	-	-	-	1	1	1	\$111,000
2016 Ford F250 Truck (10-1-0)	-	-	-	-	-	-	-	1	1	1	\$72,000



**Town of Bradford West Gwillimbury  
Service Standard Calculation Sheet**

Service: Fire Protection Services - Vehicles  
Unit Measure: No. of vehicles

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/Vehicle)
2017 Spartan Pumper/Tanker (1014)	-	-	-	-	-	-	-	-	1	1	\$729,000
<b>Total</b>	<b>11</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>15</b>	<b>14</b>	<b>13</b>	

Population	25,726	26,696	28,077	30,033	31,164	32,744	33,466	35,325	37,570	38,369
Per Capita Standard	0.0004	0.0004	0.0004	0.0004	0.0004	0.0004	0.0004	0.0004	0.0004	0.0003

10 Year Average	2009-2018
Quantity Standard	0.0004
Quality Standard	\$435,650
Service Standard	\$174

D.C. Amount (before deductions)	13 Year
Forecast Population	10,161
\$ per Capita	\$174
Eligible Amount	\$1,770,656



**Town of Bradford West Gwillimbury  
Service Standard Calculation Sheet**

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

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/item)
Firefighter Outfitting (F/T)	11	13	13	15	16	22	22	23	23	23	\$7,800
Firefighter Outfitting (P/T)	30	30	30	30	30	30	35	35	35	35	\$5,400
Civilian Outfitting	1	1	1	2	2	2	2	2	2	2	\$500
Gas Detectors	4	4	4	4	6	6	6	6	6	6	\$3,100
RIT Packs (Cylinder, mask, rope)	-	-	2	2	2	3	3	3	3	3	\$6,300
SCBA	19	19	19	25	25	25	25	25	30	34	\$7,500
Defibrilators	2	2	2	2	2	4	4	4	4	4	\$6,000
Water Rescue Suits/Kits	6	6	6	10	10	13	13	11	11	11	\$2,500
Portable Radios	18	18	23	27	31	31	31	42	42	42	\$1,500
Thermal Imaging Camera	3	3	3	3	4	4	4	4	4	4	\$18,000
Trauma Kit w/Oxygen	8	8	8	8	8	8	8	10	10	10	\$1,500
Mobile Radios	9	9	10	11	11	11	11	13	13	13	\$1,800
Electrical Generator	1	1	1	1	1	1	1	1	1	1	\$4,300
45mm Attach Hose	83	83	83	137	137	137	137	137	137	137	\$500
Honda Generator	6	6	6	6	6	6	6	8	8	8	\$4,600
Large flow water monitor	1	1	1	1	3	3	3	3	3	3	\$8,000
Mobile Repeater	-	-	-	1	1	1	2	2	2	2	\$11,000
Generator Station	1	1	1	1	1	1	1	1	1	1	\$80,800
Heavy Hydraulics	3	3	3	3	3	3	3	3	3	3	\$62,200
Combination Tools & Pump	1	1	1	1	1	1	1	1	1	1	\$16,600
Portable Pumps	2	2	2	2	2	2	2	3	3	3	\$7,500
Rescue Air Bags	2	2	2	3	3	3	3	3	3	3	\$34,700
Hose Nozzles	25	25	25	25	25	25	25	25	25	25	\$1,300
100mm Supply Hose	24	24	24	57	63	63	63	63	55	55	\$900
65mm Attack Hose	54	54	54	74	74	74	74	74	74	74	\$600
Piston Intake Valves	5	5	5	5	5	5	5	5	5	5	\$3,500
Compressor for air tanks	1	1	1	1	1	1	1	1	1	1	\$48,600
Radio Tower Sites	1	1	1	1	3	3	3	3	2	2	\$34,600



**Town of Bradford West Gwillimbury  
Service Standard Calculation Sheet**

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

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/item)
Extractor for Bunker Gear Washing	1	1	1	1	1	1	1	1	1	1	\$46,200
Forestry Hose 38mm	10	10	10	10	10	10	10	20	20	20	\$500
Hose Tester	-	-	1	1	1	1	1	1	1	1	\$2,900
Hydrant Valves	-	-	-	-	2	2	2	2	2	2	\$3,300
RIT Water Craft	-	-	-	1	1	1	1	1	1	1	\$6,000
Positive Pressure Fans	3	3	3	7	7	7	7	7	7	7	\$3,000
Decontamination Kit	-	-	-	-	1	1	1	1	1	1	\$6,900
Porta Tanks	4	4	4	4	4	4	4	4	6	6	\$2,900
Portable Monitors			2	2	2	2	2	2	3	3	\$4,600
Power Saws	5	5	5	5	7	7	7	7	7	7	\$4,200
Hard Suction	10	10	10	10	12	12	12	12	12	12	\$800
SCBA Cylinders	47	32	62	62	71	71	71	71	90	90	\$1,500
E-Hydraulic Rescue Tools						-	-	1	2	3	\$16,000
Rope Rescue and Rigging Kits									1	2	\$9,000
<b>Total</b>	<b>401</b>	<b>388</b>	<b>429</b>	<b>561</b>	<b>595</b>	<b>607</b>	<b>613</b>	<b>641</b>	<b>661</b>	<b>667</b>	

Population	25,726	26,696	28,077	30,033	31,164	32,744	33,466	35,325	37,570	38,369
Per Capita Standard	0.0156	0.0145	0.0153	0.0187	0.0191	0.0185	0.0183	0.0181	0.0176	0.0174

10 Year Average	2009-2018
Quantity Standard	0.0173
Quality Standard	\$3,141
Service Standard	\$54

D.C. Amount (before deductions)	13 Year
Forecast Population	10,161
\$ per Capita	\$54
Eligible Amount	\$552,149



**Town of Bradford West Gwillimbury  
Service Standard Calculation Sheet**

Service: Police Facilities  
Unit Measure: ft<sup>2</sup> of building area

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Cookstown Mall Unit	256	256	256	256	-	-	-	-	-	-	\$149	\$186
South Simcoe Police (Melbourne)	28,171	28,171	28,171	28,171	28,171	28,171	28,171	28,171	28,171	28,171	\$245	\$291
<b>Total</b>	<b>28,427</b>	<b>28,427</b>	<b>28,427</b>	<b>28,427</b>	<b>28,171</b>	<b>28,171</b>	<b>28,171</b>	<b>28,171</b>	<b>28,171</b>	<b>28,171</b>		

Population	25,726	26,696	28,077	30,033	31,164	32,744	33,466	35,325	37,570	38,369
Per Capita Standard	1.1050	1.0648	1.0125	0.9465	0.9040	0.8603	0.8418	0.7975	0.7498	0.7342

10 Year Average	2009-2018
Quantity Standard	0.9016
Quality Standard	291
Service Standard	\$262

D.C. Amount (before deductions)	13 Year
Forecast Population	10,161
\$ per Capita	\$262
Eligible Amount	\$2,662,080



**Town of Bradford West Gwillimbury  
Service Standard Calculation Sheet**

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

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/Vehicle)
Emergency Command Post	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$159,000
Marine Boat	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$289,000
Marine Boat - Personal Water Craft	-	-	-	-	2.00	2.00	2.00	2.00	2.00	2.00	\$19,000
Patrol Cars	10.00	10.00	10.00	10.00	10.00	11.00	12.00	13.00	15.00	15.00	\$44,000
ATVs	-	-	-	-	-	-	-	-	-	2.00	\$28,000
Admin Vehicles	2.00	2.00	2.00	2.00	4.00	5.00	5.00	5.00	5.00	5.00	\$37,000
Community Services	3.00	3.00	3.00	3.00	2.00	3.00	3.00	3.00	3.00	3.00	\$37,000
Destination Vehicles	-	-	-	-	-	-	3.00	3.00	3.00	4.00	\$31,000
Motorcycles	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$31,000
Paddy Wagon	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$55,000
Snowmobiles	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	\$18,000
Bicycles	8.00	8.00	8.00	8.00	6.00	6.00	6.00	8.00	8.00	8.00	\$1,100
Court Services Car	-	-	-	-	-	3.00	3.00	3.00	3.00	3.00	\$35,000
Van for Mental Health Unit	-	-	-	-	-	-	-	-	-	1.00	\$40,000
Forensic Identification Van	-	-	-	-	-	1.00	1.00	1.00	1.00	1.00	\$40,000
Criminal Investigation Bureau Vehicles	-	-	-	-	-	-	-	3.00	6.00	9.00	\$35,000
Criminal Investigation Bureau Pick Up Truck	-	-	-	-	-	1.00	1.00	1.00	1.00	1.00	\$44,000
<b>Total</b>	<b>29.00</b>	<b>29.00</b>	<b>29.00</b>	<b>29.00</b>	<b>30.00</b>	<b>38.00</b>	<b>42.00</b>	<b>48.00</b>	<b>53.00</b>	<b>60.00</b>	
Town of Bradford West Gwillimbury's Share	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	
<b>Total Town Share</b>	<b>14.50</b>	<b>14.50</b>	<b>14.50</b>	<b>14.50</b>	<b>15.00</b>	<b>19.00</b>	<b>21.00</b>	<b>24.00</b>	<b>26.50</b>	<b>30.00</b>	

Population	25,726	26,696	28,077	30,033	31,164	32,744	33,466	35,325	37,570	38,369
Per Capita Standard	0.0006	0.0005	0.0005	0.0005	0.0005	0.0006	0.0006	0.0007	0.0007	0.0008

10 Year Average	2009-2018
Quantity Standard	0.0006
Quality Standard	\$40,283
Service Standard	\$24

D.C. Amount (before deductions)	13 Year
Forecast Population	10,161
\$ per Capita	\$24
Eligible Amount	\$245,591



**Town of Bradford West Gwillimbury  
Service Standard Calculation Sheet**

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

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/item)
Police Officer Outfitting:											
- Full Time	31	33	34	34	34	31	38	38	39	41	\$6,500
- Special Constables	4	4	4	4	4	4	4	4	4	5	\$5,000
- Auxiliary	10	10	10	10	10	13	13	13	13	13	\$1,500
Canine Cage/Kennel	2	2	2	2	2	2	2	2	1	1	\$4,000
Shot gun mounts	15	15	15	15	15	15	15	15	15	15	\$500
Radio Towers	4	4	4	4	4	4	4	4	7	7	\$92,000
ERU equipment	6	6	6	6	12	12	12	12	12	12	\$17,900
Intoxilizers	2	2	2	3	3	3	3	3	3	3	\$11,500
Video Equipment	1	1	1	1	1	1	1	1	1	1	\$165,000
Total Communication Equipment	1	1	1	1	1	1	1	1	1	1	\$1,409,941
Generators	-	-	-	1	1	1	1	1	1	1	\$16,770
Scales	-	-	-	-	-	-	-	-	1	2	\$12,000
Automatic License Plate Reader	-	-	-	-	-	-	-	-	1	1	\$12,750
Guth Simulator	-	-	-	-	-	-	-	-	1	1	\$1,400
Audio visual equipment	-	-	-	-	-	-	-	-	1	1	\$7,400
LTO Thermal Tracker	-	-	-	-	-	-	-	-	1	1	\$1,800
Total Station	-	-	-	-	-	-	-	-	1	1	\$36,000
Audio Recording System	-	-	-	-	-	-	-	-	1	1	\$34,000
<b>Total</b>	<b>76.00</b>	<b>78.00</b>	<b>79.00</b>	<b>81.00</b>	<b>87.00</b>	<b>87.00</b>	<b>94.00</b>	<b>93.00</b>	<b>104.00</b>	<b>108.00</b>	
Town of Bradford West Gwillimbury's Share	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	
<b>Total Town Share</b>	<b>38.00</b>	<b>39.00</b>	<b>39.50</b>	<b>40.50</b>	<b>43.50</b>	<b>43.50</b>	<b>47.00</b>	<b>46.50</b>	<b>52.00</b>	<b>54.00</b>	

Population	25,726	26,696	28,077	30,033	31,164	32,744	33,466	35,325	37,570	38,369
Per Capita Standard	0.0015	0.0015	0.0014	0.0013	0.0014	0.0013	0.0014	0.0013	0.0014	0.0014

10 Year Average	2009-2018
Quantity Standard	0.0014
Quality Standard	\$28,386
Service Standard	\$40

D.C. Amount (before deductions)	13 Year
Forecast Population	10,161
\$ per Capita	\$40
Eligible Amount	\$403,798





**Town of Bradford West Gwillimbury  
Service Standard Calculation Sheet**

Service: Parking Services - Parking Spaces  
Unit Measure: No. of spaces

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Total 2019 Value (\$/space)
Parking Lot - 29 Drury St	88	88	88	88	88	88	88	88	88	88	\$9,781
Parking Lot - John St	57	57	57	57	57	57	57	57	57	57	\$10,931
Parking Lot - Edward St	110	110	110	110	110	110	110	110	110	110	\$10,250
Court House Lot	23	23	23	23	23	23	23	23	23	23	\$12,465
Nelson Street	11	11	11	11	11	11	11	11	11	11	\$3,500
On Street NW	48	48	48	48	48	48	48	48	48	48	\$3,500
On Street NE	66	66	66	66	66	66	66	66	66	66	\$3,500
On Street SW	23	23	23	23	23	23	23	23	23	23	\$3,500
On Street SE	37	37	37	37	37	37	37	37	37	37	\$3,500
Parking Lot - 31 Barrie St	-	-	-	-	-	-	16	16	16	16	\$10,482
Parking Lot - 26 Holland St E	-	-	-	-	-	-	-	-	-	30	\$10,881
<b>Total</b>	<b>463</b>	<b>463</b>	<b>463</b>	<b>463</b>	<b>463</b>	<b>463</b>	<b>479</b>	<b>479</b>	<b>479</b>	<b>509</b>	

Population	25,726	26,696	28,077	30,033	31,164	32,744	33,466	35,325	37,570	38,369
Per Capita Standard	0.0180	0.0173	0.0165	0.0154	0.0149	0.0141	0.0143	0.0136	0.0127	0.0133

10 Year Average	2009-2018
Quantity Standard	0.0150
Quality Standard	\$7,715
Service Standard	\$116

D.C. Amount (before deductions)	10 Year
Forecast Population	8,747
\$ per Capita	\$116
Eligible Amount	\$1,012,203



**Town of Bradford West Gwillimbury  
Service Standard Calculation Sheet**

Service: Outdoor Recreation Services - Parkland Development  
Unit Measure: Acres of Parkland

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/Acre)
<b>Community Parks:</b>											
Bud Brown (Bond Head) Park	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	\$37,000
Centennial Park	15.9	15.9	15.9	15.9	15.9	15.9	15.9	15.9	15.9	15.9	\$37,000
Joe Magani Park	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	\$37,000
Henderson Park (Active Portion)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	\$37,000
Henderson Park (Active Portion)	-	-	-	-	-	-	-	-	37.0	37.0	\$50,000
<b>Neighbourhood Parks:</b>											
Taylor Park	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	\$50,000
Luxury Park	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	\$50,000
Lions Park	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	\$50,000
Davey Lookout	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	\$50,000
Fuller Heights Park	7.8	7.8	7.8	7.8	7.8	7.8	7.8	7.8	7.8	7.8	\$50,000
Appreciation Park (Soccer Dome)	10.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	\$37,000
dePeuter Park	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	\$50,000
Kuzmich Park	14.2	14.2	14.2	14.2	14.2	14.2	14.2	14.2	14.2	14.2	\$50,000
Veteran's Park	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	\$50,000
Dreamfield Park (Ron Simpson Park)	-	-	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	\$50,000
Middletown Park	-	-	-	-	-	-	-	-	-	6.0	\$50,000
<b>Parkettes:</b>											
Compton (Rotary) Parkette	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	\$50,000
Harman Parkette	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	\$50,000
Jackson Parkette	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	\$50,000
Legion Parkette	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	\$50,000
Barrie St. Fountain	0.3	0.3	0.3	0.3	0.3	1.0	1.0	1.0	1.0	1.0	\$50,000
Rose Garden Parkette	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	\$50,000
Summerlyn Parkette (North)	-	-	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	\$50,000
Grand Central Parkette	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$50,000



**Town of Bradford West Gwillimbury  
Service Standard Calculation Sheet**

Service: Outdoor Recreation Services - Parkland Development  
Unit Measure: Acres of Parkland

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/Acre)
Brookfield Parkette	-	-	-	-	-	1.0	1.0	1.0	1.0	1.0	\$50,000
Brookview Parkette	-	-	-	-	-	-	-	-	-	1.0	\$50,000
Summerlyn Parkette (North)	-	-	-	-	-	-	-	1.6	1.6	1.6	\$50,000
Westbrook Parkette	-	-	-	-	-	-	-	1.6	1.6	1.6	\$50,000
<b>Total</b>	<b>101</b>	<b>96</b>	<b>108</b>	<b>108</b>	<b>108</b>	<b>110</b>	<b>110</b>	<b>113</b>	<b>150</b>	<b>157</b>	

Population	25,726	26,696	28,077	30,033	31,164	32,744	33,466	35,325	37,570	38,369
Per Capita Standard	0.0039	0.0036	0.0038	0.0036	0.0035	0.0033	0.0033	0.0032	0.0040	0.0041

10 Year Average	2009-2018
Quantity Standard	0.0036
Quality Standard	\$44,964
Service Standard	\$162

D.C. Amount (before deductions)	10 Year
Forecast Population	8,747
\$ per Capita	\$162
Eligible Amount	\$1,415,877



**Town of Bradford West Gwillimbury  
Service Standard Calculation Sheet**

Service: Outdoor Recreation Services - Parkland Amenities  
Unit Measure: No. of parkland amenities

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/item)
Large play structures Senior	12	13	13	13	14	14	12	10	8	8	\$23,000
Large play structures Senior (with accessible surface)	2	2	3	3	3	3	5	9	12	13	\$35,000
Medium play structures Junior	12	13	13	13	14	14	12	10	8	8	\$8,000
Medium play structures Junior (with accessible surface)	2	2	3	3	3	3	5	9	12	13	\$30,000
Swing set	12	13	13	13	14	14	12	10	8	8	\$2,000
Swing set (with accessible surface)	2	2	3	3	3	3	5	9	12	13	\$15,000
Mini soccer field	12	12	12	12	12	12	12	12	12	12	\$17,300
Soccer field	2	2	2	2	2	2	2	2	2	2	\$289,000
Soccer field lit & Irrigated	3	3	3	3	3	3	3	3	5	5	\$385,000
Ball diamond	4	4	4	4	4	4	4	4	4	4	\$92,300
Ball diamond lit	4	5	5	5	5	5	5	5	5	5	\$323,000
Tennis Court lit	6	6	6	6	6	6	6	6	8	8	\$96,100
Outdoor pool	1	1	1	-	-	-	-	-	-	-	\$312,000
Skateboard park	1	1	1	1	1	1	1	1	1	1	\$173,000
Outdoor Rink	1	1	1	1	1	1	1	1	1	1	\$18,700
Multipurpose Courts	7	7	7	7	7	7	7	7	9	10	\$46,200
Pavillion	2	2	2	2	2	2	2	2	2	2	\$46,200
Washrooms	1	1	1	1	2	2	2	2	3	3	\$104,000
Parking spaces within parks - Asphalt	292	292	292	292	292	292	292	292	292	292	\$600
Parking spaces within parks - Gravel	60	60	60	60	60	60	60	60	360	360	\$1,500
Splash Pad	-	-	-	2	2	3	3	3	4	5	\$323,000
Shade Structure	2	2	3	3	3	4	4	5	8	11	\$46,200
<b>Total</b>	<b>440</b>	<b>444</b>	<b>448</b>	<b>449</b>	<b>453</b>	<b>455</b>	<b>455</b>	<b>462</b>	<b>776</b>	<b>784</b>	

Population	25,726	26,696	28,077	30,033	31,164	32,744	33,466	35,325	37,570	38,369
Per Capita Standard	0.0171	0.0166	0.0160	0.0150	0.0145	0.0139	0.0136	0.0131	0.0207	0.0204

10 Year Average	2009-2018
Quantity Standard	0.0161
Quality Standard	\$14,862
Service Standard	\$239

D.C. Amount (before deductions)	10 Year
Forecast Population	8,747
\$ per Capita	\$239
Eligible Amount	\$2,092,982



**Town of Bradford West Gwillimbury  
Service Standard Calculation Sheet**

Service: Outdoor Recreation Services - Parkland Trails  
Unit Measure: Linear Metres of Paths and Trails

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/ Linear Metre)
Granular	2,800	2,800	2,800	2,800	2,800	2,800	2,800	4,000	5,000	5,000	\$120
Granular (Lit)	300	300	300	300	300	-	-	-	-	-	\$400
Paved	3,500	4,000	4,800	5,400	5,600	5,600	5,600	5,600	5,600	5,600	\$230
Paved (Lit)	800	800	800	800	800	1,100	1,100	1,600	1,600	1,800	\$520
Wood Chip	800	800	800	800	800	800	800	800	800	800	\$30
Contributed trails (conservation lands)	500	500	500	500	500	500	500	500	500	500	\$50
<b>Total</b>	<b>8,700</b>	<b>9,200</b>	<b>10,000</b>	<b>10,600</b>	<b>10,800</b>	<b>10,800</b>	<b>10,800</b>	<b>12,500</b>	<b>13,500</b>	<b>13,700</b>	

Population	25,726	26,696	28,077	30,033	31,164	32,744	33,466	35,325	37,570	38,369
Per Capita Standard	0.3382	0.3446	0.3562	0.3529	0.3466	0.3298	0.3227	0.3539	0.3593	0.3571

10 Year Average	2009-2018
Quantity Standard	0.3461
Quality Standard	\$205
Service Standard	\$71

D.C. Amount (before deductions)	10 Year
Forecast Population	8,747
\$ per Capita	\$71
Eligible Amount	\$621,299



**Town of Bradford West Gwillimbury  
Service Standard Calculation Sheet**

Service: Outdoor Recreation Services - Parks Vehicles and Equipment  
Unit Measure: No. of vehicles and equipment

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/Vehicle)
1995 GMC 1/2 ton Pick-Up	1	1	-	-	-	-	-	-	-	-	\$49,700
1999 Dodge 1500 1/2 ton Pickup	1	1	1	-	-	-	-	-	-	-	\$49,700
1999 Kubota Diesel 4WD Tractor L4310D Tractor	1	1	1	-	-	-	-	-	-	-	\$56,100
2002 Ford 350 / 1 ton Dump	1	1	1	1	1	1	-	-	-	-	\$62,200
2003 Ford 1/2 Ton Pick-up F150	1	1	1	1	1	1	-	-	-	-	\$43,500
2004 Kubota Diesel 4WD Tractor L3430	1	1	1	1	1	1	1	1	1	1	\$56,000
2004 Massey Ferguson Tractor, Model 1440 H diesel	1	1	1	1	1	-	-	-	-	-	\$56,000
2004 Ford E250 Van (replace 1993 GMC)	1	1	1	1	1	1	1	-	-	-	\$49,700
2005 Chevrolet Silverado 3/4 ton pick-up (replace 1990)	1	1	1	1	1	1	1	1	1	1	\$49,700
2006 Dodge 3/4 Ton Pickup 2500 4x4 (replace 1992)	1	1	1	1	1	1	1	1	-	-	\$49,700
2007 Dodge RAM 2500	1	1	1	1	1	1	1	1	1	-	\$49,700
1990 Briggs & Stratton Ice Edger 8 HP	1	1	1	1	1	1	1	1	1	1	\$5,000
1993 Hitchman 4000lb Landscape Trailer HT 240	1	1	1	1	1	1	1	1	1	1	\$5,000
1994 Nobles Floor Scrubber Speedscrub SS2001	1	1	1	1	1	1	1	1	1	1	\$9,900
1996 Nobles Floor Scrubber SS2001	1	1	1	1	1	1	1	1	1	1	\$8,100
2005 Kubota F2560 Front Mount Mower (replace 1996)	1	1	1	1	1	-	-	-	-	-	\$43,500
1994 Toro Groundsmaster 580D mower	1	1	1	1	1	1	1	1	1	1	\$112,000



**Town of Bradford West Gwillimbury  
Service Standard Calculation Sheet**

Service: Outdoor Recreation Services - Parks Vehicles and Equipment  
Unit Measure: No. of vehicles and equipment

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/Vehicle)
2001 Toro Groundsmater 3500 mower	1	1	1	-	-	-	-	-	-	-	\$80,900
2002 Toro GroundMaster 4000D mower	1	1	1	1	1	1	1	1	1	1	\$80,900
1999 Bannerman Diamond Groomer B-BP-6	1	1	1	1	1	1	1	1	1	1	\$12,500
2001 Kodiak Gas Generator SGB 7000 Hxs Generator	1	1	1	1	1	1	1	1	1	1	\$6,200
2002 Bannerman Diamond Master Ball Groomer B-DM-6	1	1	1	1	1	1	1	1	1	1	\$12,500
2003 Zamboni Ice Edger	1	1	1	1	1	1	1	1	1	1	\$6,200
2003 Ryan Soil Aerator	1	1	1	1	1	1	1	1	1	1	\$24,900
2003 72" Bulher Finishing Mower PTO Driven	1	1	1	1	1	1	-	-	-	-	\$7,500
2004 72" Bulher Finishing Mower PTO Driven	1	1	1	1	1	1	-	-	-	-	\$7,500
2005 Zamboni Ice Resurfacer 440 (replace old unit)	1	1	1	1	1	1	1	-	-	-	\$99,500
2006 Overseeding unit	1	1	1	1	1	1	1	1	1	1	\$31,000
2007 Tycrop Model 3500	1	1	1	1	1	1	1	1	1	1	\$31,000
2007 Zamboni 525	1	1	1	1	1	1	1	1	1	1	\$112,000
2008 Zamboni gas powered edger	1	1	1	1	1	1	1	1	1	1	\$6,200
John Deere Tractor	1	1	1	1	1	1	1	1	1	1	\$37,300
HLA VP4872 V Plow	1	1	1	1	1	1	1	1	1	1	\$7,500
John Deere Gator HPX 4x4	1	1	1	1	1	1	1	1	1	1	\$12,700
2008 GMC SIERRA	1	1	1	1	1	2	2	2	2	2	\$32,500
2009 Ford F-250 - white	1	1	1	1	1	1	1	1	1	1	\$38,400



**Town of Bradford West Gwillimbury  
Service Standard Calculation Sheet**

Service: Outdoor Recreation Services - Parks Vehicles and Equipment  
Unit Measure: No. of vehicles and equipment

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/Vehicle)
Sandpro 3020	1	1	1	1	1	1	1	1	1	1	\$10,200
Ballpark 6' Groomer	1	1	1	1	1	1	1	1	1	1	\$8,400
2010 Groundsmaster 4000-D 4WD w/Cutting Decks	-	1	1	1	1	1	1	1	1	1	\$54,200
2009 Groundsmaster 5910 4WD w/Cab	-	1	1	1	1	1	1	1	1	1	\$91,100
Farm King Rotary Tiller	-	1	1	1	-	-	-	-	-	-	\$3,800
EU 3000 Generator	-	1	1	1	1	1	1	1	1	1	\$3,000
2011 Toro Groundmaster 360 Rding Mower	-	-	1	1	1	1	1	1	1	1	\$45,000
2011 Toro Groundmaster 360 Rding Mower	-	-	1	1	1	1	1	1	1	1	\$45,000
2011 JD 5065M Tractor with Loader	-	-	1	1	1	1	1	1	1	1	\$46,700
2011 JD 6 X 4 Diesel Gator	-	-	1	1	1	1	1	1	1	1	\$17,900
3700 HD Pallet Fork 48"	-	-	1	1	1	1	1	1	1	1	\$800
2011 Zamboni 525	-	-	1	1	1	1	1	1	1	1	\$98,900
2012 Dodge Ram 2500	-	-	1	1	1	1	1	1	1	1	\$38,800
Blizzard Ice Chaser	-	-	1	1	1	1	1	1	1	1	\$5,700
8100 PP Blizzard Power Plow	-	-	-	1	1	1	1	1	1	1	\$8,900
Haulotte Articulating Boom Lift, Model HA43JE	-	-	-	1	1	1	1	1	1	1	\$58,600
Kubota ZD331RP-60R Mower	-	-	-	1	1	1	1	1	1	1	\$27,000
Kubota ZD331RP-60R Mower	-	-	-	1	1	1	1	1	1	1	\$27,000
2012 Dodge Ram 2500	-	-	-	1	1	1	1	1	1	1	\$53,000
2012 Dodge Ram 250	-	-	-	1	1	1	1	1	1	1	\$29,400
2012 Dodge Ram 4500	-	-	-	1	1	1	1	1	1	1	\$59,300
2013 Ford 4500 Dump	-	-	-	-	1	1	1	1	1	1	\$63,500





**Town of Bradford West Gwillimbury  
Service Standard Calculation Sheet**

Service: Outdoor Recreation Services - Parks Vehicles and Equipment  
Unit Measure: No. of vehicles and equipment

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/Vehicle)
2013 Ford Truck F250 Crew Cab 4x4-White	-	-	-	-	-	1	1	1	1	1	\$40,300
2014 Dodge Ram 1500	-	-	-	-	-	1	1	1	1	1	\$31,300
2015 Ford Transit Van	-	-	-	-	-	-	1	1	1	1	\$35,500
2015 Ram 1500 SXT	-	-	-	-	-	-	1	1	1	1	\$31,900
2015 Zamboni 526	-	-	-	-	-	-	-	1	1	1	\$98,900
2016 Chevrolet Silverado 2500	-	-	-	-	-	-	-	1	1	1	\$40,900
2016 Zamboni 526	-	-	-	-	-	-	-	1	1	1	\$110,800
2016 Kubota RTV Utility	-	-	-	-	-	-	-	1	1	1	\$28,900
2017 Jacobson Mower 5900	-	-	-	-	-	-	-	-	1	1	\$115,400
2018 Chevrolet 1500	-	-	-	-	-	-	-	-	-	1	\$36,900
2018 Chevrolet 1500	-	-	-	-	-	-	-	-	-	1	\$36,900
2018 John Deer 3500 Compact tractor	-	-	-	-	-	-	-	-	-	1	\$51,900
2018 Ford Dump 4500	-	-	-	-	-	-	-	-	-	1	\$75,000
Tandem Landscape Trailer (8,000 lb capacity, 24ft)	2	2	2	2	2	2	2	2	2	2	\$8,500
<b>Contracted Vehicles (Shared with Roads - 90% Roads/10% Parks):</b>											
Zero Turn Mowers	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	\$27,000
3/4 Ton Pickup Trucks	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	\$40,900
Trailers	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	\$8,500
<b>Forestry Vehicles (Shared with Roads 90%/Parks 10%):</b>											
Wood Chipper with Crane	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	\$65,000
5 Ton Dump Bucket Truck with Boom	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	\$450,000



**Town of Bradford West Gwillimbury  
Service Standard Calculation Sheet**

Service: Outdoor Recreation Services - Parks Vehicles and Equipment  
Unit Measure: No. of vehicles and equipment

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/Vehicle)
Stump Grinder	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	\$30,000
Heavy Duty Pickup	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	\$40,000
Covered Trailer	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	\$8,000
Mini Excavator	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	\$130,000
10,000 lb Float	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	\$10,000
45 Series Dump Truck	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	\$65,000
<b>Total</b>	<b>41</b>	<b>45</b>	<b>52</b>	<b>56</b>	<b>56</b>	<b>57</b>	<b>55</b>	<b>57</b>	<b>57</b>	<b>60</b>	

Population	25,726	26,696	28,077	30,033	31,164	32,744	33,466	35,325	37,570	38,369
Per Capita Standard	0.0016	0.0017	0.0019	0.0019	0.0018	0.0017	0.0016	0.0016	0.0015	0.0016

10 Year Average	2009-2018
Quantity Standard	0.0017
Quality Standard	\$37,000
Service Standard	\$63

D.C. Amount (before deductions)	10 Year
Forecast Population	8,747
\$ per Capita	\$63
Eligible Amount	\$550,186



**Town of Bradford West Gwillimbury  
Service Standard Calculation Sheet**

Service: Indoor Recreation Services - Facilities  
Unit Measure: ft<sup>2</sup> of building area

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Bradford & District Memorial Community Centre	37,400	37,400	37,400	37,400	37,400	37,400	37,400	37,400	37,400	37,400	\$267	\$316
Bradford Lions Building	6,400	6,400	6,400	6,400	6,400	6,400	6,400	6,400	6,400	6,400	\$261	\$309
Bob Fallis Sports Centre	38,540	38,540	38,540	38,540	38,540	38,540	38,540	38,540	38,540	38,540	\$286	\$337
Bond Head Hall	4,980	4,980	4,980	4,980	4,980	4,980	4,980	4,980	4,980	4,980	\$233	\$278
St. Mary's Building	13,590	13,590	13,590	13,590	13,590	13,590	13,590	13,590	13,590	13,590	\$243	\$289
Danube Seniors' Leisure Centre	7,620	7,620	7,620	7,620	7,620	7,620	7,620	7,620	7,620	7,620	\$236	\$282
Leisure Centre	-	-	158,275	158,275	158,275	158,275	158,275	158,275	158,275	158,275	\$353	\$411
Parks Shop Building 1-2-3	-	-	8,200	8,200	8,200	8,200	8,200	8,200	8,200	8,200	\$138	\$173
Newton Robinson Hall	-	-	-	-	-	-	-	7,000	7,000	7,000	\$233	\$278
Henderson Park Field House	-	-	-	-	-	-	-	-	2,400	2,400	\$180	\$220
<b>Total</b>	<b>108,530</b>	<b>108,530</b>	<b>275,005</b>	<b>275,005</b>	<b>275,005</b>	<b>275,005</b>	<b>275,005</b>	<b>282,005</b>	<b>284,405</b>	<b>284,405</b>		

Population	25,726	26,696	28,077	30,033	31,164	32,744	33,466	35,325	37,570	38,369
Per Capita Standard	4.2187	4.0654	9.7947	9.1568	8.8244	8.3986	8.2174	7.9832	7.5700	7.4124

10 Year Average	2009-2018
Quantity Standard	7.5642
Quality Standard	\$360
Service Standard	\$2,721

D.C. Amount (before deductions)	10 Year
Forecast Population	8,747
\$ per Capita	\$2,721
Eligible Amount	\$23,803,736

Ser



**Town of Bradford West Gwillimbury  
Service Standard Calculation Sheet**

Service: Library Services - Facilities  
Unit Measure: ft<sup>2</sup> of building area

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Bradford Library	11,500	11,500	-	-	-	-	-	-	-	-	\$284	\$334
Bradford Library (new)	-	-	42,224	42,224	42,224	42,224	42,224	42,224	42,224	42,224	\$518	\$538
<b>Total</b>	<b>11,500</b>	<b>11,500</b>	<b>42,224</b>	<b>42,224</b>	<b>42,224</b>	<b>42,224</b>	<b>42,224</b>	<b>42,224</b>	<b>42,224</b>	<b>42,224</b>		

Population	25,726	26,696	28,077	30,033	31,164	32,744	33,466	35,325	37,570	38,369
Per Capita Standard	0.4470	0.4308	1.5039	1.4059	1.3549	1.2895	1.2617	1.1953	1.1239	1.1005

10 Year Average	2009-2018
Quantity Standard	1.1113
Quality Standard	\$522
Service Standard	\$580

D.C. Amount (before deductions)	10 Year
Forecast Population	8,747
\$ per Capita	\$580
Eligible Amount	\$5,073,173



**Town of Bradford West Gwillimbury  
Service Standard Calculation Sheet**

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

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/item)
Books	69,685	80,209	85,223	91,738	96,017	98,637	100,065	104,295	108,302	108,302	\$36
Reference Materials	3,010	2,632	2,804	2,967	2,876	2,876	2,876	2,876	-	-	\$200
Subscriptions - print	119	122	122	132	133	100	100	100	144	144	\$36
Subscriptions - electronic	4	33	18	28	29	33	33	33	60	60	\$450
Ebooks & eAudio	11,772	15,847	16,738	19,405	25,713	30,034	30,314	33,195	33,809	33,809	\$70
Special Collections	-	-	-	-	17,394	17,394	17,395	18,500	34,200	34,200	\$36
<b>Total</b>	<b>84,590</b>	<b>98,843</b>	<b>104,905</b>	<b>114,270</b>	<b>142,162</b>	<b>149,074</b>	<b>150,783</b>	<b>158,999</b>	<b>176,515</b>	<b>176,515</b>	

Population	25,726	26,696	28,077	30,033	31,164	32,744	33,466	35,325	37,570	38,369
Per Capita Standard	3.2881	3.7025	3.7363	3.8048	4.5617	4.5527	4.5056	4.5010	4.6983	4.6005

10 Year Average	2009-2018
Quantity Standard	4.1952
Quality Standard	\$45
Service Standard	\$190

D.C. Amount (before deductions)	10 Year
Forecast Population	8,747
\$ per Capita	\$190
Eligible Amount	\$1,661,755



# Appendix C

## Long-Term Capital and Operating Cost Examination



# Appendix C: Long-Term Capital and Operating Cost Examination

## Town of Bradford West Gwillimbury Annual Capital and Operating Cost Impact

As a requirement of the D.C.A. under subsection 10 (2) (c), an analysis must be undertaken to assess the long-term capital and operating cost impacts for the capital infrastructure projects identified within the D.C. As part of this analysis, it was deemed necessary to isolate the incremental operating expenditures directly associated with these capital projects, factor in cost saving attributable to economies of scale or cost sharing where applicable and prorate the cost on a per unit basis (i.e. sq.ft. of building space, per vehicle, etc.). This was undertaken through a review of the Town's approved 2017 Financial Information Return (F.I.R.).

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

Asset	Lifecycle Cost Factors	
	Average Useful Life	Factor
Facilities	40	0.01656
Vehicles & Equipment	10	0.09133
Fire Vehicles	15	0.05783
Fire Small Equipment and Gear	8	0.11651
Police Small Equipment and Gear	10	0.09133
Transit Vehicles	8	0.11651
Municipal Parking Spaces	25	0.03122
Parkland Development, Amenities & Trails	30	0.02465
Library Materials	10	0.09133



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





Table C-1  
Town of Bradford West Gwillimbury  
Operating and Capital Expenditure Impacts for Future Capital Expenditures

SERVICE	GROSS COST LESS BENEFIT TO EXISTING	ANNUAL LIFECYCLE EXPENDITURES	ANNUAL OPERATING EXPENDITURES	TOTAL ANNUAL EXPENDITURES
<b>1. Roads Related Facilities and Vehicles</b>				
1.1 Facilities	10,544,022	507,518	436,971	944,489
1.2 Vehicles & Equipment	5,786,000	580,340	239,786	820,126
<b>2. Fire Protection Services</b>				
2.1 Fire facilities, vehicles & equipment	8,874,115	702,883	1,071,507	1,774,390
<b>3. Police Services</b>				
3.1 Police facilities	3,391,951	-	1,443,849	1,443,849
3.2 Police vehicles & equipment	1,803,600	222,733	767,737	990,470
<b>4. Transit Services</b>				
4.1 Transit facilities, vehicles and other infrastructure	264,500	43,760	150,940	194,700
<b>5. Parking Services</b>				
5.1 Municipal parking spaces	413,308	16,340	1,131	17,471
<b>6. Outdoor Recreation Services</b>				
6.1 Parkland development, amenities & trails	19,930,976	1,332,247	342,090	1,674,337
6.2 Parks vehicles and equipment	958,300	110,420	16,448	126,868
<b>7. Indoor Recreation Services</b>				
7.1 Recreation facilities	40,376,016	1,640,063	720,034	2,360,097
<b>8. Library Services</b>				
8.1 Library facilities	7,416,141	219,508	386,265	605,773
8.2 Library materials	1,450,000	239,880	75,522	315,402
<b>9. Administration</b>				
9.1 Studies	2,437,119	-	-	-
<b>Total</b>	<b>103,646,048</b>	<b>5,615,692</b>	<b>5,652,280</b>	<b>11,267,972</b>



# Appendix D

## D.C. Reserve Fund Policy



# Appendix D: D.C. Reserve Fund Policy

## D.1 Legislative Requirements

The Development Charges Act, 1997 (D.C.A.) requires development charge collections (and associated interest) to be placed in separate reserve funds. Sections 33 through 36 of the Act provide the following regarding reserve fund establishment and use:

- A municipality shall establish a reserve fund for each service to which the D.C. by-law relates; subsection 7 (1), however, allows services to be grouped into categories of services for reserve fund (and credit) purposes, although only 100% eligible and 90% eligible services may be combined (minimum of two reserve funds).
- The municipality shall pay each development charge it collects into a reserve fund or funds to which the charge relates.
- The money in a reserve fund shall be spent only for the “capital costs” determined through the legislated calculation process (as per subsection 5 (1) 2-8).
- Money may be borrowed from the fund but must be paid back with interest (O.Reg. 82/98, subsection 11 (1) defines this as Bank of Canada rate either on the day the by-law comes into force or, if specified in the by-law, the first business day of each quarter).
- D.C. reserve funds may not be consolidated with other municipal reserve funds for investment purposes and may only be as an interim financing source for capital undertakings for which development charges may be spent (section 37).

Annually, the Treasurer of the municipality is required to provide Council with a financial statement related to the D.C. by-law(s) and reserve funds. This statement must be made available to the public and may be requested to be forwarded to the Minister of Municipal Affairs and Housing. The D.C.A. does not prescribe how the statement is to be made available to the public. We would recommend that a resolution of Council make the statement available on the municipality’s website or upon request.

Subsection 43 (2) and O.Reg. 82/98 prescribes the information that must be included in the Treasurer’s statement, as follows:



- opening balance;
- closing balance;
- description of each service and/or service category for which the reserve fund was established (including a list of services within a service category);
- transactions for the year (e.g. collections, draws) including each assets capital costs to be funded from the D.C. reserve fund and the manner for funding the capital costs not funded under the D.C. by-law (i.e. non-D.C. recoverable cost share and post-period D.C. recoverable cost share);
- for projects financed by development charges, the amount spent on the project from the D.C. reserve fund and the amount and source of any other monies spent on the project.
- amounts borrowed, purpose of the borrowing and interest accrued during previous year;
- amount and source of money used by the municipality to repay municipal obligations to the D.C. reserve fund;
- list of credits by service or service category (outstanding at beginning of the year, given in the year and outstanding at the end of the year by holder);
- for credits granted under section 14 of the previous D.C.A., a schedule identifying the value of credits recognized by the municipality, the service to which it applies and the source of funding used to finance the credit; and
- a statement as to compliance with subsection 59 (1) of the D.C.A., whereby the municipality shall not impose, directly or indirectly, a charge related to a development or a requirement to construct a service related to development, except as permitted by the D.C.A. or another Act.

Based upon the above, Figure 1, and Attachments 1 and 2, set out the format for which annual reporting to Council should be provided.

## **D.2 D.C. Reserve Fund Application**

Section 35 of the D.C.A. states that:

“The money in a reserve fund established for a service may be spent only for capital costs determined under paragraphs 2 to 8 of subsection 5(1).”



This provision clearly establishes that reserve funds collected for a specific service are only to be used for that service, or to be used as a source of interim financing of capital undertakings for which a development charge may be spent.



**Figure 1**  
**Town of Bradford West Gwillimbury**  
**Annual Treasurer's Statement of Development Charge Reserve Funds**

Description	Services to which the Development Charge Relates									Total
	Non-Discounted Services				Discounted Services					
	Roads Related - Facilities and Vehicles	Police Services	Fire Protection Services	Transit Services	Outdoor Recreation Services	Indoor Recreation Services	Library Services	Administration	Parking Services	
<b>Opening Balance, January 1, _____</b>										<b>0</b>
<b>Plus:</b>										
Development Charge Collections										0
Accrued Interest										0
Repayment of Monies Borrowed from Fund and Associated Interest <sup>1</sup>										0
<b>Sub-Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Less:</b>										
Amount Transferred to Capital (or Other) Funds <sup>2</sup>										0
Amounts Refunded										0
Amounts Loaned to Other D.C. Service Category for Interim Financing										0
Credits <sup>3</sup>										0
<b>Sub-Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Closing Balance, December 31, _____</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<sup>1</sup> Source of funds used to repay the D.C. reserve fund

<sup>2</sup> See Attachment 1 for details

<sup>3</sup> See Attachment 2 for details

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



**Attachment 1**  
**Town of Bradford West Gwillimbury**  
**Amount Transferred to Capital (or Other) Funds - Capital Fund Transactions**

Capital Fund Transactions	Gross Capital Cost	D.C. Recoverable Cost Share					Non-D.C. Recoverable Cost Share				
		D.C. Forecast Period			Post D.C. Forecast Period		Other Reserve/Reserve Fund Draws	Tax Supported Operating Fund Contributions	Rate Supported Operating Fund Contributions	Debt Financing	Grants, Subsidies Other Contributions
		D.C. Reserve Fund Draw	D.C. Debt Financing	Grants, Subsidies Other Contributions	Post-Period Benefit/ Capacity Interim Financing	Grants, Subsidies Other Contributions					
<b><u>Roads Related - Facilities and Vehicles</u></b>											
Capital Cost A											
Capital Cost B											
Capital Cost C											
<b>Sub-Total - Services Related to Highways - Facilities and Vehicles</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b><u>Police Services</u></b>											
Capital Cost D											
Capital Cost E											
Capital Cost F											
<b>Sub-Total - Police Services</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b><u>Fire Protection Services</u></b>											
Capital Cost G											
Capital Cost H											
Capital Cost I											
<b>Sub-Total - Fire Protection Services</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



**Attachment 2**  
**Town of Bradford West Gwillimbury**  
**Statement of Credit Holder Transactions**

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





# Appendix E

## Local Service Policy



## Appendix E: Local Service Policy

This Appendix sets out the Town's General Policy Guidelines on Development Charges (D.C.) and local service funding for Services Related to a Highway, Stormwater Management Works, Watermains, Sanitary Sewers, and Parkland Development. The guidelines outline, in general terms, the size and nature of engineered infrastructure that is included in the study as a development charge project, versus infrastructure that is considered as a local service, to be emplaced separately by landowners, pursuant to a development agreement.

The following policy guidelines are general principles by which staff will be guided in considering development applications. However, each application will be considered, in the context of these policy guidelines and subsection 59(2) of the Development Charges Act, 1997, S.O. 1997, c. 27 (D.C.A.), on its own merits having regard to, among other factors, the nature, type and location of the development and any existing and proposed development in the surrounding area, as well as the location and type of services required and their relationship to the proposed development and to existing and proposed development in the area.

### **General**

The cost of any D.C. by-law infrastructure installed by a developer will be eligible for cost recovery, up to the amount of the cost actually charged in the D.C. by-law, adjusted by indexing to the date of completion of the work. The credit for each project will be based on optimal routing as determined by the Town at the time of the Subdivision Agreement.

### **Temporary Services**

In the event that D.C. by-law infrastructure has not been installed when a developer wishes to proceed, that developer may use alternative servicing schemes (with the approval of the Town Engineer). Such alternatives including disconnection costs shall be funded by the developer. No credit will be available on the D.C. payable.



## Infrastructure Assets Constructed by Developers

All infrastructure assets constructed by Developers must be designed in accordance with the Town of Bradford West Gwillimbury Design Criteria Manual as revised (<https://www.townofbwg.com/twnsrvc/engsrvc/deveng/dsgncritman>)

- a) All infrastructure assets shall be conveyed in accordance with the Town of Bradford West Gwillimbury Engineering and Parks Standards Manual as revised
- b) Any Parks and Open Space infrastructure assets approved to be built by the developer on behalf of the Town shall be in accordance with the Town of Bradford West Gwillimbury Park Development Methods Policy.

## E.1 Services Related to a Highway

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A highway and services related to a highway are intended for the transportation of people and goods via many different modes including, but not limited to passenger automobiles, commercial vehicles, transit vehicles, bicycles and pedestrians. The highway shall consist of all land and associated infrastructure built to support (or service) this movement of people and goods regardless of the mode of transportation employed, thereby achieving a complete street. A complete street is the concept whereby a highway is planned, designed, operated and maintained to enable pedestrians, cyclists, public transit users and motorists to safely and comfortably be moved, thereby allowing for the efficient movement of persons and goods.

The associated infrastructure to achieve this concept shall include, but is not limited to: road pavement structure and curbs; grade separation / bridge structures (for any vehicles, railways and/or pedestrians); grading, drainage and retaining wall features; culvert structures; storm water drainage systems; traffic control systems and pedestrian crossover systems; active transportation facilities (e.g. sidewalks, multi-use trails, cycle facilities, bike lanes etc.); transit lanes, stops and amenities; roadway illumination systems; boulevard and median surfaces (e.g. sod & topsoil, paving, etc.); street trees including support systems and landscaping/streetscaping; parking lanes: lay-by parking lanes and driveway entrances; noise attenuation systems; railings and safety barriers.



### ***E.1.1 Local and Collector Roads (Including Land)***

- a) All Roads, other than those designated as Arterial Roads within the Town's Official Plan, inclusive of all land and associated infrastructure related to or within the area needed to support development or required to link with the area to which the plan relates: direct developer responsibility under s. 59 of the D.C.A. as a local service.
- b) Where roadway improvements are required on Arterial roadways to support a specific development or required to link the development area with the existing community, and where these Arterial roadway improvements have not been identified within the current D.C. study, these road improvements shall be a direct developer responsibility under s. 59 of the D.C.A. as a local service.

### ***E.1.2 Arterial Roads***

- a) New, widened, extended or upgraded arterial roads, identified within the current D.C. study, inclusive of all associated infrastructure: Included as part of Services related to a Highway funded through D.C.s.
- b) Land Acquisition for arterial roads on existing rights-of-way to achieve a complete street shall be addressed and secured in the following manner:
  - As a required dedication where possible under the Planning Act provisions (s. 41, 51 and s. 53)
  - Included in the D.C. and acquired through negotiation and/or expropriation.
- c) Land acquisition for arterial roads on new rights-of-way to achieve a complete street shall be addressed and secured in the following manner:
  - As a required dedication (up to 35m of the required right of way), where possible, under the Planning Act provisions (s. 41, 51 and s. 53)
  - Included in the D.C. and acquired through negotiation and/or expropriation.
  - Where land beyond a 35m right of way is dedicated by the developer as a Planning Act condition, and the costs of acquiring the land has been included in the D.C. calculation, the developer shall receive a D.C. credit equal to the value of the land dedicated beyond 35m, at such value as has



been determined by the D.C. Background Study as adjusted in accordance with the “non-Residential Construction Price Index (“C.P.I.”)

- d) Land acquisition beyond dedication requirements to achieve transportation corridors as services related to highways including grade separation infrastructure for the movement of pedestrians, cyclists, public transit and/or railway vehicles: Included in the D.C.

### ***E.1.3 Traffic Control Systems, Signals and Intersection Improvements on Area Municipal Highways***

- a) On New Arterial Roads and Arterial Road Improvements unrelated to a specific development or the area to which it relates, to the extent identified in the current D.C. study: Included as part of Services related to a Highway funded through D.C.s.
- b) On Non-Arterial roads, or for any Private Site Entrances or Entrances to Specific Developments or the area to which it relates: Direct developer responsibility under s. 59 of the D.C.A. as a local service.
- c) Intersection Improvements/New or Modified Signalization/Signal Timing & Optimization Plans / Area Traffic Studies for Highways attributed to growth and unrelated to a specific development or the area to which it relates and to the extent identified in the current D.C. Study: Included in D.C. calculation as permitted under s.5(1) of the D.C.A.

### ***E.1.4 Streetlights***

- a) Streetlights on new arterial roads and arterial road Improvements: considered part of the complete street and included as part of services related to a highway funded through D.C.s.
- b) Streetlights on non-arterial roads Internal to development: Considered part of the complete street and direct developer responsibility under s. 59 of the D.C.A. as a local service.



- c) Streetlights on non-arterial roads external to development related to or within the area needed to support the development or required to link with the area to which the plan relates: Considered part of the complete street and direct developer responsibility under s. 59 of the D.C.A. as a local service.

### ***E.1.5 Transportation Related to Pedestrian and Cycling Facilities***

- a) Sidewalks, multi-use trails, cycle facilities, and bike lanes, inclusive of all associated infrastructure, located within arterial road and provincial highway corridors: Considered part of the complete street and included in the D.C.
- b) Sidewalks, multi-use trails, cycle facilities, and bike lanes, inclusive of all associated infrastructure, located within or linking to non-arterial corridors, park blocks or key destination points internal to development: Considered part of the complete street and direct developer responsibility under s. 59 of the D.C.A. as a local service.
- c) Sidewalks, multi-use trails, cycle facilities, and bike lanes, inclusive of all associated infrastructure, located within non-arterial road corridors external to development related to or within the area needed to support the development or required to link with the area to which the plan relates: Direct developer responsibility under s. 59 of the D.C.A. as a local service.
- d) Sidewalks, multi-use trails, cycle facilities and bike lanes (not associated with a complete street) inclusive of all land and associated infrastructure, that extends beyond the function of a (parkland) recreational trail and forms part of the town's active transportation network for cycling and/or walking: Included in the D.C.

### ***E.1.6 Noise Abatement Measures***

- a) External and Internal to Development where it is a requirement of or related to, or within the area needed to support the development: Direct developer responsibility under s. 59 of the D.C.A. as a local service.
- b) As a requirement to mitigate noise impacts due to:
  - 1) new arterial roads
  - 2) arterial road Improvements (e.g. widening)



- 3) increased traffic growth on arterial roads unrelated to a specific development and excluding noise abatement measures imposed as a condition of development approval: Included as part of Services related to a Highway and included in the D.C.

### ***E.1.7 Transit Nodes, Hubs, Terminals, and Bus Stop Infrastructure***

- a) Transit node/hub and bus stop infrastructure and amenities located within town arterial and county road corridors, and including transit stations or terminals located on lands to serve these road corridors: Considered part of the complete street and included in the D.C.
- b) Transit node and bus stop infrastructure and amenities located within non-arterial road corridors internal to development: Considered part of the complete street and direct developer responsibility under s. 59 of the D.C.A. as a local service.
- c) Transit node and bus stop infrastructure and amenities located within non-arterial road corridors external to development related to, or within the area needed to support the development or required to link with the area to which the plan relates: Direct developer responsibility under s. 59 of the D.C.A. as a local service.

## **E.2 Stormwater Management**

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1. Storm Sewer systems and drainage works that are required, related to, or within the area needed to support the development, either internal or external to the area to which the plan relates: Direct developer responsibility under s. 59 of the D.C.A. as a local service.
2. Storm Water facility for quality and/or quantity management:
  - a) inclusive of land and all associated infrastructure, such as landscaping and perimeter fencing: Direct developer responsibility under s. 59 of the D.C.A. as a local service.
  - b) the over-sizing cost of a facility's capacity, excluding land, to accommodate runoff from new, widened, extended or upgraded arterial roadways that



are included in the D.C.: Included as part of Services related to a Highway funded through D.C.s.

3. Erosion Works, inclusive of all restoration requirements, related to, or within the area needed to support the development: Direct developer responsibility under s. 59 of the D.C.A. as a local service.

## **E.3 Parkland Development**

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### ***E.3.1 Parkland***

- a) Parkland Development for Community Parks, Neighbourhood Parks and Parkettes responsibility to provide up to base condition as per Town's guidelines is a direct developer responsibility as a local service provision under s. 59 of the D.C.A.
- b) Program facilities within parkland are included in the D.C.

### ***E.3.2 Landscape Buffer Blocks, Features, Cul-de-sac Islands, Roundabout Islands and Berms***

The cost of developing all landscape buffer blocks, landscape features, cul-de-sac islands, round-about islands, berms grade transition areas, walkway connections to adjacent arterial roads, open space and other remnant pieces of land conveyed to the town shall be a direct developer responsibility as a local service under s. 59 of the D.C.A. Such costs include but are not limited to:

- pre-grading, sodding, supply and installation of amended topsoil, (to the Town's required depth), landscape features, perimeter fencing and amenities and all planting.
- Perimeter fencing as required by the Town.

## **E.4 Natural Heritage System (N.H.S.)**

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The N.H.S. includes engineered and in situ stream corridors, natural buffers for woodlots, wetland remnants, environmentally protected land, etc. as well as sub watersheds within the boundaries of the municipality.

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Direct developer responsibility as a local service provision under s. 59 of the D.C.A. including but not limited to the following:

- a) Riparian planting and landscaping requirements (as required by the Town or authorities having jurisdiction), as a result of road construction or other municipal works required to be installed or constructed by the developer within in the N.H.S.
- b) Perimeter fencing of the N.H.S. to the Town standard located on the public property side of the property line adjacent land uses (residential, industrial, commercial) as required by the Town is a direct developer responsibility as a local service provision under s. 59 of the D.C.A.

## **E.5 Sanitary Sewers**

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Sanitary sewers are defined to include the cost of supply, installation and restoration of sanitary sewers (sewer pipes, connections, and manholes) and pumping stations etc. The cost of a 250mm sewer shall be determined at the time of the passage of the Development Charge By-Law establishing the oversizing amounts.

Construction of all Wastewater Treatment Plants, all External Pumping Stations (including land), all External Forcemains as well as all External Trunk Sewers having a diameter greater than 250mm shall be funded through Town wide Development Charges to the extent eligible.

Construction of all Internal Pumping Stations required by the Master Servicing Study Internal Forcemains and the incremental oversizing costs of Internal Trunk Sewers above the cost of a 250mm diameter shall be funded through Town wide Development Charges. No payment will be made for internal property restoration costs, manholes or connections.

All sewers up to and including 250mm diameter shall be considered a local service. As such, they will be a direct developer responsibility under s.59 of the Development Charges Act.



## E.6 Water

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Water costs are defined to include the supply, installation, and restoration of watermains (pipes, connections, hydrants, valves), supply and distribution facilities (wells, connection to external supply, treatment, storage) and booster stations etc. The cost of a 250mm diameter watermain shall be determined at the time of passage of the Development Charge By-Law establishing the oversizing amounts. Unused watermains greater than 10 metres in length will be terminated with a hydrant.

Construction of all Water Supply, all Storage Facilities, all External Booster Stations as well as all External Watermains in excess of 250mm diameter (including hydrants, check valves, pressure reducing/pressure sustaining valves, zone boundary valves and valve chambers) shall be funded through Town wide Development Charges to the extent eligible.

Construction of Internal Booster Stations (not including land) and the incremental oversizing cost of Internal Watermains in excess of 250mm in diameter (including the cost of valve chambers but not including the cost of hydrants, connections, check valves, pressure reducing/pressure sustaining valves or zone boundary valves) shall be funded through Town wide Development Charges.

Watermains up to and including 250mm in diameter defined as internal works (including all connections, hydrants, check valves, pressure reducing valves or pressure sustaining valves) shall be considered a local service. As such, they will be a direct developer responsibility under s.59 of the Development Charges Act.



# Appendix F

## Transit Servicing Needs – Dillon Consulting Limited



**TOWN OF BRADFORD WEST GWILLIMBURY**

**Transit Development Charges**

**Technical Appendix**

April 2, 2019, 18-8907

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## Introduction

The Town of Bradford West Gwillimbury has experienced significant population growth since 2006 and is projected to continue to grow given the Town's location within the growing Greater Toronto and Hamilton Area and access to greenfield development areas. By 2031 the Town is forecasted to reach a population of 48,560, up from 38,399.

Through the application of Development Charges (D.C.), the development community contributes an appropriate share of infrastructure capital costs for necessary growth-related transit improvements over the ten-year planning period. D.C.'s are a tool for municipalities to ensure that "growth pays for growth". The Development Charges Act, 1997, as amended (D.C.A.) regulates when and how municipalities may collect D.C.

The provincial government recently enacted changes to the D.C.A. with direct implications for how the Town plans and funds future transit services. Historically, transit services could only be funded through D.C. in the following manner:

- Service costs could only be recovered at up to 90% of total capital cost due to a D.C.A. mandatory 10% reduction of eligible growth related capital cost applied to transit services; and
- Growth-related capital expenditures for transit infrastructure were limited to expenditures that supported maintaining historic service levels. This was calculated based on the average level of service over the prior ten years.

Changes in the D.C.A., which came into effect in January 2016, have resulted in alterations to the Town's growth-related transit funding mechanisms. These changes are summarized as follows:

- The mandatory 10% reduction of eligible growth-related capital costs has been removed for transit services, allowing growth related transit services to be 100% recoverable through D.C.

- The introduction of planned levels of services for transit, with the prescribed method and criteria to establish the service level (outlined in O.Reg. 428/15). This allows municipalities to be forward-looking in estimating future level of service for transit D.C. calculations and apportion them to growth accordingly. It also included new highly prescriptive reporting requirements associated with the background reporting for D.C.

The new reporting requirements that need to be outlined in the D.C. background study related to transit include:

- The calculations that were used to prepare the estimate for the planned level of service for transit services;
- An identification of the portion of the total estimated capital costs related to the transit service that would benefit the anticipated development over the ten-year D.C. period and after the ten-year D.C. period;
- An identification of the anticipated excess capacity that would exist at the end of the ten-year D.C. period;
- An assessment of ridership forecasts for all modes of transit services proposed to be funded, categorized by development types and whether the ridership will be from existing or planned development; and
- An assessment of the ridership capacity for all modes of transit services proposed to be funded by the D.C.

The Town of Bradford West Gwillimbury's current D.C. By-law was adopted in 2013 and was updated in 2018 with Water, Wastewater, and Road Development Charges that will form part of a new D.C. by-law in 2019. The purpose of this document is to identify the transit expenditures that can be funded through Development Charges in the Town's 2019 D.C. Background Study prepared by Watson & Associates Economists Limited (Watson).



## 2.0

## Growth Forecast

The Town of Bradford West Gwillimbury has experienced very significant population growth since 2006. Between 2006 and 2016, the Town grew from 24,039 to 35,325, an increase of 11,286 residents, or 47% in just 10 years. Employment growth was also high over this period increasing from 5,960 to 7,650, or an increase of 28%.

The Town's Official Plan indicates that Bradford West Gwillimbury is planned to grow in order to achieve Provincial growth targets in 2031<sup>1</sup> and projections completed by Watson forecast 48,560 people and 14,307 jobs by the same 2031 horizon. The majority of this population growth is expected in the Greenfield area of the Town to the north of 8<sup>th</sup> Line and to the south of Line 6 along Simcoe Road, as well as the B.W.G. Settlement Employment Area and Bond Head Settlement Area Secondary Plan areas. **Table 1** presents the population and employment forecasts for the ten-year D.C. period and for the 2031 horizon.

**Table 1: Town of Bradford West Gwillimbury Population and Employment 2018-2031**

Statistic	2019	2028	2031
Population <sup>1</sup>	38,399	47,146	48,560
Bradford – Greenfield Area	14,980	20,972	20,799
Bradford – Built Boundary	18,820	20,682	20,556
Bond Head Settlement Area	660	1,729	3,540
Rural	3,939	3,762	3,665
Employment <sup>2</sup>	7,707	13,895	14,307

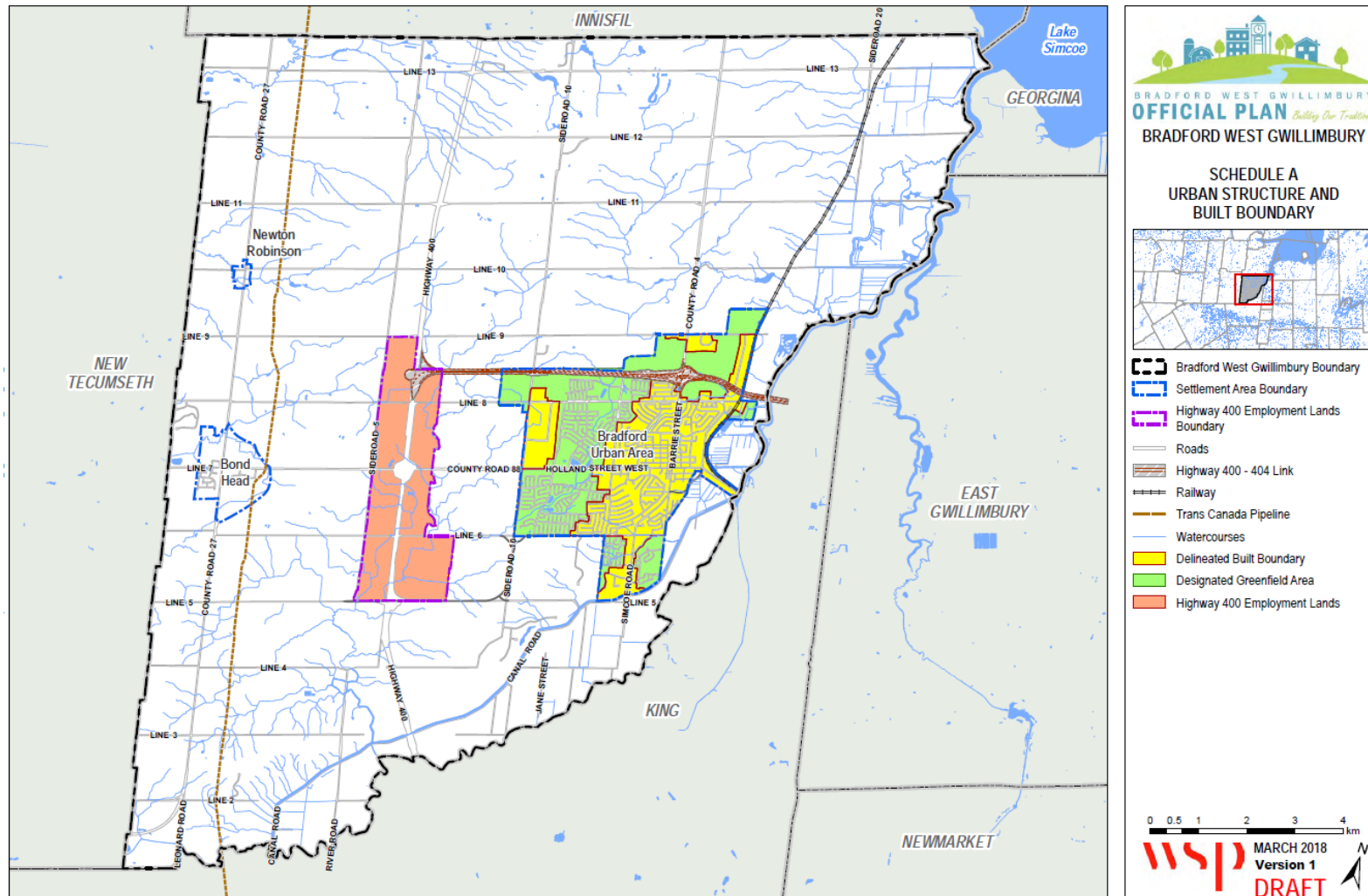
<sup>1</sup> Population count includes institutional population, but excludes census undercount.

<sup>2</sup> Employment count excludes no fixed place of work and work from home.

<sup>1</sup> Growth Plan for the Greater Golden Horseshoe (2017) Schedule 7: Distribution of Population and Employment for the City of Barrie, City of Orillia and County of Simcoe to 2031

Population growth forecasts are broken down by growth area, which is used to apportion benefits of new transit capital to growth and non-growth. A map of the growth areas from the Town's Official Plan is presented in **Figure 1**.

Figure 1: Bradford West Gwillimbury Urban Structure



## 3.0

## Existing and Future Transit Network

Bradford West Gwillimbury Transit currently operates three transit routes. The three routes are described below and illustrated in **Figure 2**.

- Route 1 provides a 30 minute headway “crosstown” service that follows Holland Street with a diversion along Melbourne Drive and Miller Park Avenue from Bradford GO Station to 10 Sideroad;
- Route 2A provides hourly weekday “around town” service in a clockwise direction centered on the B.W.G Leisure Centre; and
- Route 2B provides hourly weekday “around town” service in an opposite counter-clockwise centered on the B.W.G Leisure Centre.

B.W.G Transit also partners with local taxi providers to provide additional service to the Bradford GO Station and Reagans Industrial Park. The Taxi-to-GO program provides subsidized shared taxi rides to customers, at pre-determined stops, traveling to the Bradford GO Station in the A.M. peak period and departing from the GO Station in the P.M. peak period. A Taxi-to-Reagans program operates on a similar model and provides subsidized shared taxi rides during the late-night shift change period to Reagans Industrial Park.

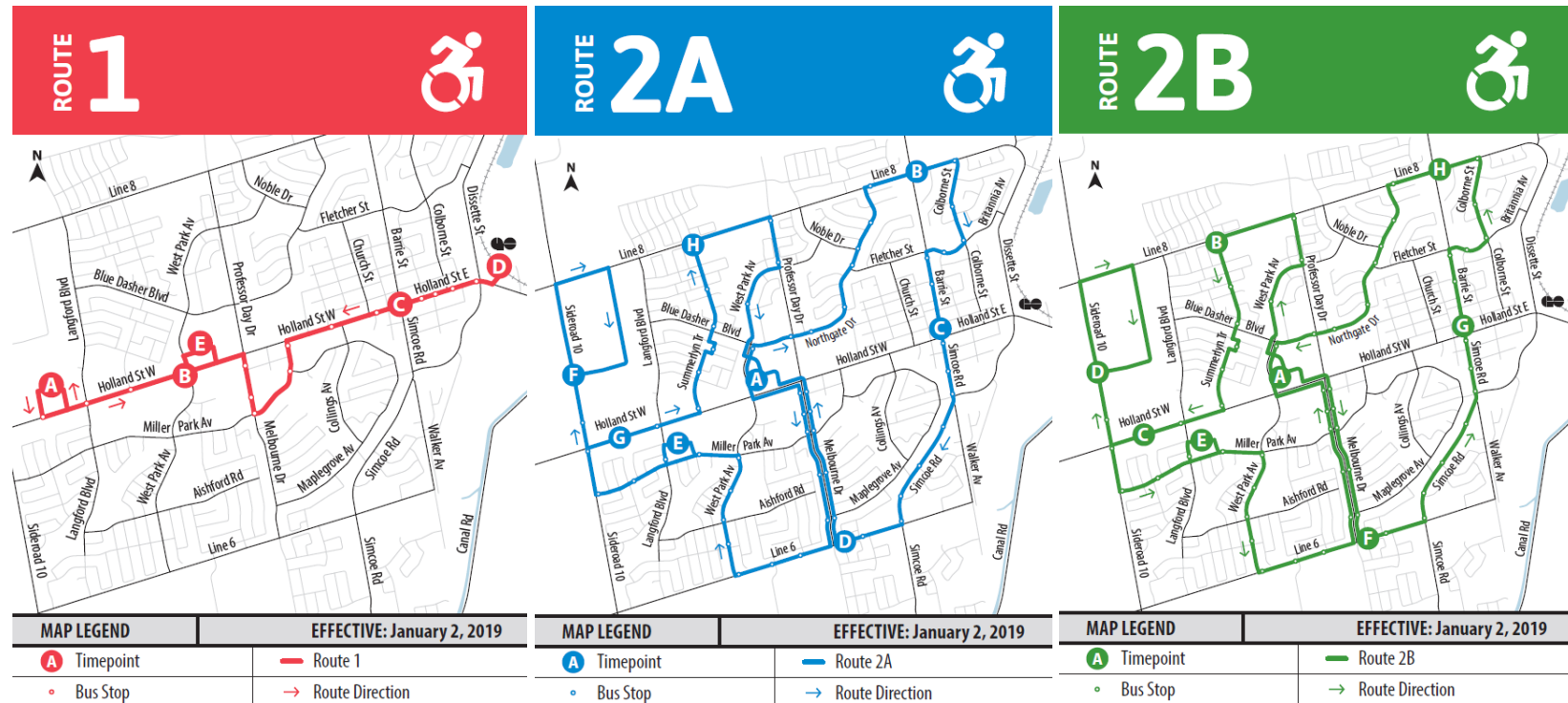
## 3.1

### Simcoe County Transportation Master Plan

The Simcoe County Transportation Master Plan (S.C.T.M.P) was updated in 2014 and provides a vision, mission, and objectives for an integrated, interconnected, and multi-modal transportation system. The S.C.T.M.P supports growth and development as set forward in the County Official Plan by connecting strategic employment areas and settlement areas throughout the County using the most effective modes. The S.C.T.M.P does not contain specific mode share targets but encourages increasing transit use within the County by leading a future County Transit Plan with the local municipalities to identify the most appropriate method to implement transit service.

The County has also identified interregional transit as a priority and has launched an interregional service branded *LINX* that connects settlement areas throughout Simcoe. A route connecting Alliston to B.W.G is planned for 2019-2021.

Figure 2: Route Maps for BWG Transit Route 1, 2A, and 2B



## 10 Year Capital Requirements for the D.C. Period

In order to determine the capital requirements for new transit services, it was first necessary to determine where future transit service would be needed to support population growth. The Town does not have a Transportation Master Plan which sets a transit mode share target. Instead, growth in transit was based on expanding transit service as population and employment growth occurs over the next 10 years. This would have a direct benefit to the growth population, but would also provide a better level of service to the existing population.

The Town's Official Plan, through land use and secondary plan schedules, provides a description of the areas where future population and employment growth is planned to occur. Future service requirements in these areas were discussed with B.W.G Transit staff who confirmed that by 2028, there would be a need to introduce or increase service in the following areas:

1. **B.W.G Settlement Employment Area:** This service would require one peak bus. The service is expected to begin at the western edge of the Bradford urban area at Smart Centres Bradford and head west along Highway 88, servicing the employment area along Highway 400 between 5th Line and 9th Line.
2. **Bond Head Settlement Area:** This service would require one peak bus. The service is expected to begin at the western edge of the Bradford urban area at Smart Centres Bradford and head west along Highway 88 to Bond Head.
3. **Bradford Urban Area:** Two additional buses are expected to be in service in the urban area of Bradford to service the greenfield growth areas. These two buses may involve a redesign of the three existing bus routes within Bradford and would benefit both existing residents as well as new development in the north and south greenfield areas and intensification areas of Bradford.

The design of the above noted services are considered conceptual and will need to be finalized by B.W.G. Transit staff as population and employment growth occurs over the next ten years. A map of conceptual transit service is presented in **Figure 3**.

B.W.G Transit staff confirmed that the transit service would continue to use 26-foot vehicles. The capital cost of each of these vehicles is \$176,049.67, including all on-board equipment (2019 dollars). This cost is based on the purchase price of a new vehicle in 2017, escalated by 6.7% to account for inflation between 2017 and 2019.

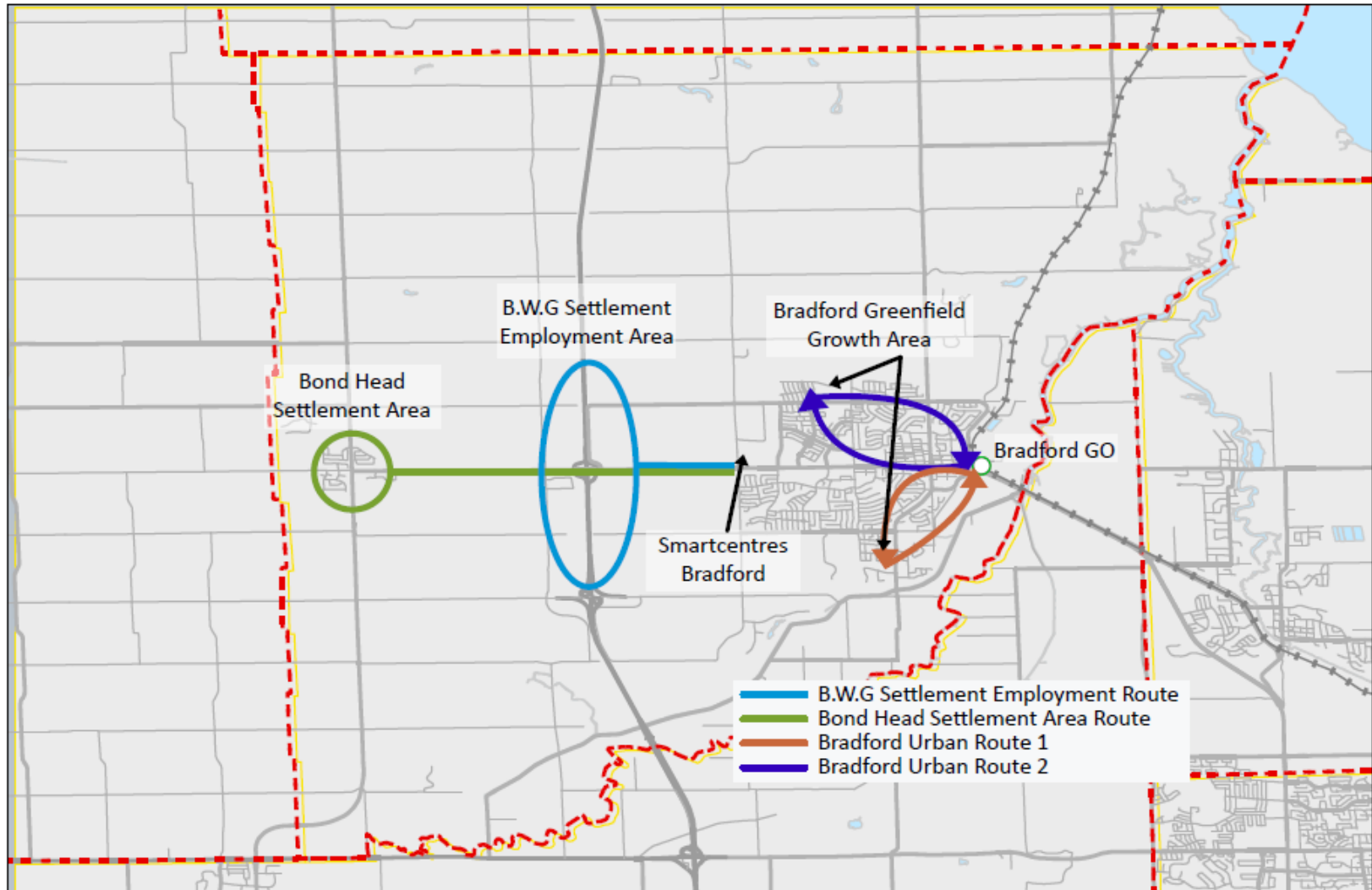
A minimum 25% spare ratio was also carried through to 2028 at the request of B.W.G Transit staff and is in line with industry standards. The capital requirements for planned service by 2028 are presented in **Table 2**.

**Table 2: Capital Vehicle Requirements (2018-2028)**

<b>Vehicles</b>	<b>2018</b>	<b>2028</b>
Total Buses	4	9
Required Buses	3	7
Spare Buses	1	2
Spare Ratio	25%	29%
Additional Buses	-	5
Capital Cost of Additional Buses	-	\$880,200

*\*Note: Capital Cost rounded to the nearest \$100*

Figure 3: Map of Conceptual New Transit Routes in Bradford West Gwillimbury





## 5.0 Apportioning Benefit

This section details how the D.C. eligible portion of the ten-year capital plan is determined. The D.C.A. requires that the increased need for service be reduced by the extent to which a service would benefit existing development. The in-period benefit is therefore further broken down into benefit to existing populations and benefit to growth populations.

The methodology used to apportion benefits to existing and growth population was based on a population-driven model. The methodology assesses the percent of population growth that will occur in the service area for each new route and assigns this ratio to determine the benefit to both growth and existing population. Therefore, new routes that primarily service new growth areas will have a higher benefit to growth, whereas routes that primarily service the existing service area will have a higher benefit to existing.

The apportionment of benefits for each route is described below.

### 5.1 Bond Head Settlement Area

The proposed route to the Bond Head Settlement Area will be implemented to service the growth in this area. The route is proposed to begin at the western edge of Bradford at Smart Centres Bradford and therefore will have little benefit to existing Bradford residents. Instead, the apportionment of benefit for this route will be based on the proportion of new Bond Head Settlement Area residents by 2028 (benefit to growth) over existing Bond Head Settlement Area residents (benefit to existing). The following formula provides more details on how the capital cost of this route was apportioned between growth and existing residents.

**Formula - Benefit to Growth**

= 2028 Bond Head Settlement Area Population – 2019 Bond Head Settlement Area Population / 2028 Bond Head Settlement Area Population

**Calculation**

= (1,729 – 660) / 1,729

= 61.8%

**Formula - Benefit to Existing**

= 2019 Bond Head Settlement Area Population / 2028 Bond Head Settlement Area Population

**Calculation**

= 660 / 1,729

= 38.2%

Therefore, the benefit to existing and growth for the Bond Head Settlement Area route is as follows:

**38.2% is benefit to existing**

**61.8% is benefit to growth**

## 5.2 **B.W.G Settlement Employment Area**

The proposed route to the B.W.G Settlement Employment Area is planned to service employment uses and will not have a direct benefit to residents that live along the route. The preliminary route design is planned to terminate at the western edge of Bradford at Smart Centres Bradford. It is expected that the majority of residents that use this service will need to transfer from another route. Therefore, the apportionment of benefit for this route will be based on the proportion of new residents in the transit service area of Bradford West Gwillimbury by 2028 (benefit to growth) over existing Bradford West Gwillimbury residents (benefit to existing). The transit service area is defined as the existing and growth areas of Bradford and the existing and growth areas

of the Bond Head Settlement Area. The rural population of Bradford West Gwillimbury is excluded from this calculation.

The following formula provides more details on how the capital cost of this route was apportioned between growth and existing residents.

**Formula - Benefit to Growth**

= 2028 Bradford and Bond Head Settlement Area Population – 2019 Bradford and Bond Head Settlement Area Population

/ 2028 Bradford and Bond Head Settlement Area Population

**Calculation**

= (43,383– 34,460) / 43,383

= 20.6%

**Formula - Benefit to Existing**

= 2019 Bradford and Bond Head Settlement Area Population / 2028 Bradford and Bond Head Settlement Area Population

**Calculation**

= 34,460/ 43,383

= 79.4%

Therefore, the benefit to existing and growth for the B.W.G Settlement Employment Area route is as follows:

**79.4% is benefit to existing**

**20.6% is benefit to growth**

### 5.3 **Bradford - North of Line 8 and South of Line 6 Greenfield Area**

The two new routes that will service the greenfield areas of Bradford will also benefit the existing population of Bradford. This is because the routes would need to travel within the existing urban area to access the greenfield areas north of Line 8 and south of Line 6. In order to apportion benefit to the Bradford Greenfield growth areas, the split

between existing Bradford population (benefit to existing) and forecasted growth population in Bradford (benefit to growth) was calculated. It should be noted that this is considered a conservative estimate as new routes may travel along the same corridors and at the same time as existing routes between a central terminal point in Bradford (e.g. the Bradford GO Station) and the beginning of the greenfield area. Where this occurs, there is little benefit to existing residents as the new route does not provide an enhanced level of service and is only using an existing corridor to access a growth area. Since no detailed route design has been confirmed at this point, this was not taken into account when calculating benefit to growth and existing.

The following formula provides more details on how the capital cost of this route was apportioned between growth and existing residents.

**Formula - Benefit to Growth**

$$= (2028 \text{ Bradford Population} - 2019 \text{ Bradford Population}) / 2028 \text{ Bradford Population}$$

**Calculation**

$$= (41,654 - 33,800) / 41,654$$

$$= 18.9\%$$

**Formula - Benefit to Existing**

$$= 2019 \text{ Bradford Population} / 2028 \text{ Bradford Population}$$

**Calculation**

$$= 33,800 / 41,654$$

$$= 81.1\%$$

Therefore, the benefit to existing and growth for the two new Bradford routes is as follows:

**81.1% is benefit to existing**

**18.9% is benefit to growth**

## System-wide Apportionment

The apportionment of benefit to existing and benefit to growth for each new route are presented in **Table 3**.

**Table 3: Apportionment of Benefits**

System	Benefit to Existing (%)	Benefit to Growth (%)
Bond Head Settlement Area	38.20%	61.80%
B.W.G Settlement Employment Area	79.40%	20.60%
Bradford – north of Line 8	81.10%	18.90%
Bradford – south of Line 6	81.10%	18.90%
System Average	69.95%	30.05%
Spare Vehicle	69.95%	30.05%

Note: Totals may not sum to 100% due to rounding

The average apportionment to growth and non-growth was calculated for all four peak period vehicles. In addition to this, growth in total buses requires the purchase of additional spare vehicles to maintain the 25% spare ratio. Since the new spare vehicle is required to service all four new peak buses, the average benefit to existing and benefit to growth applied to the new spare vehicle.

Taking all five new peak vehicles into account, the benefit to existing and growth is as follows:

**69.95% is benefit to existing**

**30.05% is benefit to growth**

## 6.0

## In-Period and Post-Period

The D.C.A. requires that no portion of the service intended to benefit anticipated development within the ten-year D.C. period exist as excess capacity at the end of the ten-year D.C. period be included within the D.C. Therefore, the in-period is identified as the horizon year of 2019 to 2028 and the post-period is 2029 to 2031. This horizon was chosen based on the population forecast that was available at the time of conducting this D.C. assessment.

Vehicle capacity is based on the number of seats and room for standees on a transit vehicle. This is a fixed unit based on the size of the vehicle. Transit agencies typically purchase one or two standard bus units to reduce overall maintenance and driver change-over costs, and there is therefore little ability to adjust vehicle capacity to meet demand. If a service level trigger is reached and additional frequency is required to accommodate demand, the entire bus is needed to accommodate this demand, whether the bus is full or not. There is limited ability to right-size a bus to limit the amount of excess vehicle capacity that results in a service change.

Instead of assessing post-period benefit based on excess vehicle capacity, the analysis has considered the degree to which in-period capital investments (in this case, buses) benefit post-period population and employment. Since no ridership data or mode share targets are available nor were included in this analysis, it was assumed that growth population after 2028 would use transit at the same rate as the 2028 existing population.

For the purposes of this assessment, the post-period benefit was derived from the proportion of population growth in the transit service area (Bradford and the Bond Head Settlement Area) between 2029 and 2031 relative to the population that is projected to be in place in this same area by 2028. This was calculated using the following formula:

### **Formula - Post-Period Benefit to Growth**

$$= (2031 \text{ Bradford and Bond Head Settlement Area Population} - 2028 \text{ Bradford and Bond Head Settlement Area Population}) / 2031 \text{ Bradford and Bond Head Settlement Area Population}$$

**Calculation**

$$= (44,895 - 43,383) / 44,895$$

$$= 3.37\%$$

Since the post-period benefit in 2028 accounts for 3.40% of assumed transit trips to 2031, the in-period benefit to growth defined in **Section 5.4** for all five expansion vehicles will need to be adjusted. This is calculated by:

**Formula – Adjusted In-Period Benefit to Growth**

$$= \text{Benefit to Growth} - \text{Post-Period Benefit to Growth}$$

**Calculation**

$$= 30.05\% - 3.37\%$$

$$= 26.68\%$$

Therefore,

**69.95% is in-period benefit to existing**

**26.68% is in-period benefit to growth**

**3.37% is post-period benefit to growth**

## 7.0

## Summary of Key Values

**Table 4** summarizes the total capital cost and the apportionment to in-period existing, in-period growth and post-period growth. This is based on the expansion of five transit vehicles over the 10-year D.C. period.

**Table 4: Apportionment of Capital Costs (10-Year D.C. Period)**

<b>Period</b>	<b>Allocation (%)</b>	<b>Allocated Cost</b>
In-Period Benefit to Existing	69.95%	\$615,700
In-Period Benefit to Growth	26.68%	\$234,800
Post-Period Benefit to Growth	3.37%	\$29,700
<b>TOTAL</b>	<b>100%</b>	<b>\$880,200</b>

Note: Costs have been rounded to nearest \$100 and may not sum due to rounding.

The investments in transit service for B.W.G Transit to new areas growth areas will serve a mix of new residents that will drive the need for service expansion and existing residents who will now have an option to access retail, employment, services, and other destinations in Bradford West Gwillimbury.

This study did not take into account the design of transit routes that would be service the growth areas. If the route design results in routes that run express or on the same schedule as existing routes in the built-up area of Bradford (and therefore provide no additional benefit to existing residents), a higher benefit to growth would result. Therefore, the benefit to growth is considered a conservative estimate. This is a recommended next step that should take place in the next update to the Transit D.C.





# Appendix G

## Asset Management Plan



## Appendix G: Asset Management Plan

The recent changes to the D.C.A. (new subsection 10 (2) (c.2)) require that the background study must include an asset management plan (A.M.P.) related to new infrastructure. Section 10 (3) of the D.C.A. provides:

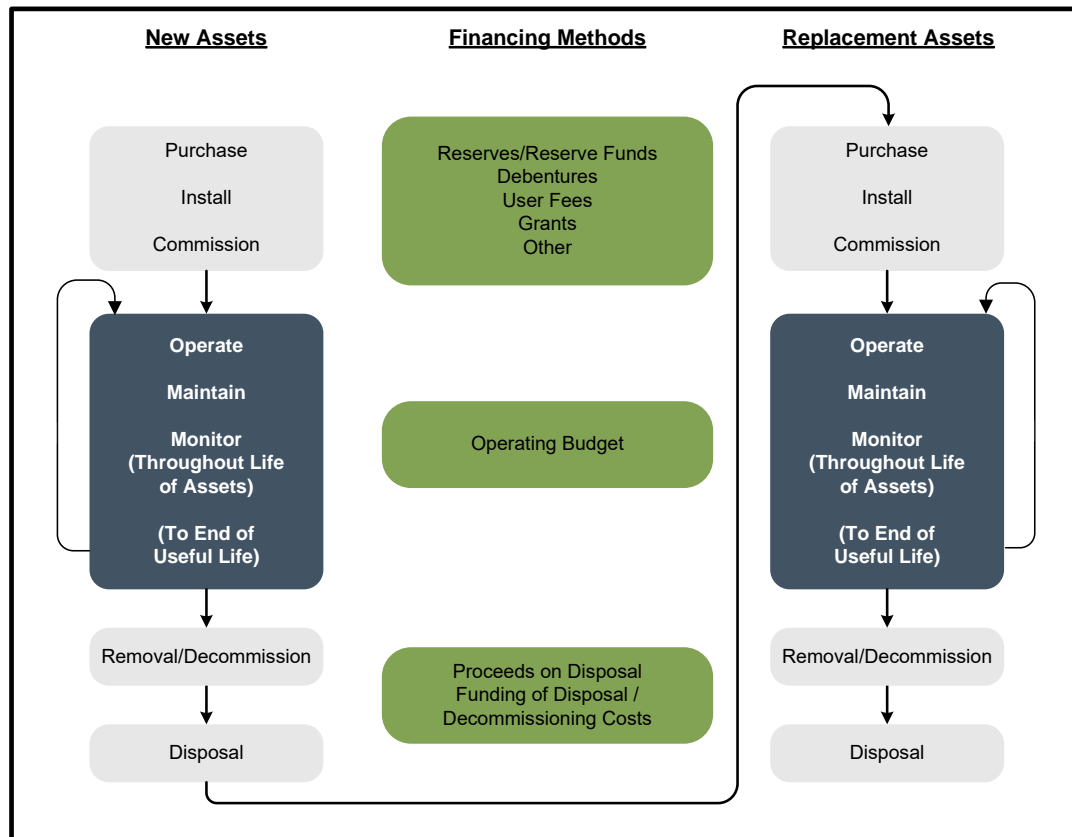
“The asset management plan shall,

- (a) deal with all assets whose capital costs are proposed to be funded under the development charge by-law;
- (b) demonstrate that all the assets mentioned in clause (a) are financially sustainable over their full life cycle;
- (c) contain any other information that is prescribed; and
- (d) be prepared in the prescribed manner.”

In regard to the above, section 8 of the Regulations was amended to include subsections (2), (3) and (4) which set out for specific detailed requirements for transit (only). For all services except transit, there are no prescribed requirements at this time thus requiring the municipality to define the approach to include within the background study.

At a broad level, the A.M.P. provides for the long-term investment in an asset over its entire useful life along with the funding. The schematic below identifies the costs for an asset through its entire lifecycle. For growth-related works, the majority of capital costs will be funded by the D.C. Non-growth-related expenditures will then be funded from non-D.C. revenues as noted below. During the useful life of the asset, there will be minor maintenance costs to extend the life of the asset along with additional program related expenditures to provide the full services to the residents. At the end of the life of the asset, it will be replaced by non-D.C. financing sources.

It should be noted that with the recent passing of the Infrastructure for Jobs and Prosperity Act (I.J.P.A.) municipalities are now required to complete A.M.P.s, based on certain criteria, which are to be completed by 2021 for core municipal services and 2023 for all other services. The amendments to the D.C.A. do not require municipalities to complete these A.M.P.s (required under I.J.P.A.) for the D.C. background study, rather the D.C.A. requires that the D.C. background study include information to show the assets to be funded by the D.C. are sustainable over their full lifecycle.



In 2012, the Province developed Building Together: Guide for municipal asset management plans which outlines the key elements for an A.M.P., as follows:

**State of local infrastructure:** asset types, quantities, age, condition, financial accounting valuation and replacement cost valuation.

**Desired levels of service:** defines levels of service through performance measures and discusses any external trends or issues that may affect expected levels of service or the municipality's ability to meet them (for example, new accessibility standards, climate change impacts).

**Asset management strategy:** the asset management strategy is the set of planned actions that will seek to generate the desired levels of service in a sustainable way, while managing risk, at the lowest lifecycle cost.

**Financing strategy:** having a financial plan is critical for putting an A.M.P. into action. By having a strong financial plan, municipalities can also demonstrate that they have



made a concerted effort to integrate the A.M.P. with financial planning and municipal budgeting and are making full use of all available infrastructure financing tools.

Commensurate with the above, the Town prepared an A.M.P. in 2016 for its existing assets however, did not take into account future growth-related assets. As a result, the asset management requirement for the D.C. must be undertaken in the absence of this information.

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

1. The non-D.C. recoverable portion of the projects which will require financing from municipal financial resources (i.e. taxation, rates, fees, etc.). This amount has been presented on an annual debt charge amount based on 20-year financing.
2. Lifecycle costs for the 2019 D.C. capital works have been presented based on a sinking fund basis. The assets have been considered over their estimated useful lives.
3. Incremental operating costs for the D.C. services (only) have been included.
4. The resultant total annualized expenditures are \$13.48 million.
5. Consideration was given to the potential new taxation and user fee revenues which will be generated as a result of new growth. These revenues will be available to finance the expenditures above. The new operating revenues are \$7.03 million. This amount, totalled with the existing operating revenues of \$129.88 million, provide annual revenues of \$136.91 million by the end of the period.



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

Town of Bradford West Gwillimbury  
Asset Management – Future Expenditures and Associated Revenues  
2019\$

	2031 (Total)
<b>Expenditures (Annualized)</b>	
Annual Debt Payment on Non-Growth Related Capital <sup>1</sup>	818, 824
Annual Debt Payment on Post Period Capital <sup>2</sup>	3, 474,780
<b>Lifecycle:</b>	
Annual Lifecycle - Town Wide Services	
<b>Sub-Total - Annual Lifecycle</b>	<b>\$7,007,246</b>
<b>Incremental Operating Costs (for D.C. Services)</b>	<b>\$5,652,280</b>
<b>Total Expenditures</b>	<b>\$13,478,350</b>
<b>Revenue (Annualized)</b>	
Total Existing Revenue <sup>3</sup>	\$129,877,385
Incremental Tax and Non-Tax Revenue (User Fees, Fines, Licences, etc.)	\$7,029,004
<b>Total Revenues</b>	<b>\$136,906,389</b>

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

<sup>2</sup> Interim Debt Financing for Post Period Benefit

<sup>3</sup> As per Sch. 10 of F.I.R.

Regarding the D.C.A. requirements for asset management for the Transit Service, Ontario Regulation 82/98 (as amended) provides the following:

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

The following table provides the individual items prescribed by subsection 8(3) of the



Regulation (as amended) and provides how these items were addressed for this D.C.

Background Study by the Town:

Ontario Regulation 82/98, as amended subsection 8(3) Requirements	Compliance
<p>1. A section that sets out the state of local infrastructure and that sets out:</p> <ul style="list-style-type: none"> <li>i. the types of assets and their quantity or extent,</li> <li>ii. the financial accounting valuation and replacement cost valuation for all assets,</li> <li>iii. the asset age distribution and asset age as a proportion of expected useful life for all assets, and</li> <li>iv. the asset condition based on standard engineering practices for all assets.</li> </ul>	<p>See A.M.P., Section 4.11.1</p> <p>See A.M.P., Section 6 for the financial accounting valuation and Table 6.1 for the replacement cost valuation</p> <p>See A.M.P., Section 5.11.1</p> <p>The A.M.P. recognizes the assets are fairly new and therefore in excellent condition. Section 6.11 identifies that sufficient funding for maintenance has been included to ensures the assets condition is maintained over their lifetime.</p>
<p>2. A section that sets out the proposed level of service and that:</p> <ul style="list-style-type: none"> <li>i. defines the proposed level of service through timeframes and performance measures,</li> <li>ii. discusses any external trends or issues that may affect the proposed level of service or the municipality's ability to meet it, and</li> <li>iii. shows current performance relative to the targets set out.</li> </ul>	<p>See Appendix F for Dillon's analysis of the proposed level of service over the ten-year (2019-2028) forecast period.</p> <p>Section 8.11 of the A.M.P. identifies the need for the Town to develop performance measures in the future to identify trends and performance relative to the targets set out. This has not been undertaken currently due to how new the transit system is to the Town but will form part of their future A.M.P. updates.</p>



Ontario Regulation 82/98, as amended subsection 8(3) Requirements	Compliance
<p>3. An asset management strategy that:</p> <p>i. sets out planned actions that will enable the assets to provide the proposed level of service in a sustainable way, while managing risk, at the lowest life cycle cost,</p> <p>ii. is based on an assessment of potential options to achieve the proposed level of service, which assessment compares,</p> <p>A. life cycle costs,</p> <p>B. all other relevant direct and indirect costs and benefits, and</p> <p>C. the risks associated with the potential options,</p>	<p>A.M.P. Section 10</p> <p>Section 9.11 of the A.M.P. recommends an initial funding level for the new service and notes that costs to maintain and rehabilitate the assets in the future will be required in future budgets and service contracts.</p> <p>Life cycle costs are based on age, replacement values and condition assessments, where available.</p> <p>Direct costs for maintenance is included in the service contract, replacement costs are to be included in future budget and business plans when lifecycle replacement dictates. As the transit service is relatively new, indirect costs and benefits have not currently been identified, however the Town will monitor this over time and incorporate into future updates of the asset management plan, as required.</p> <p>The risk of not following the Asset Management Plan may result in:</p> <ul style="list-style-type: none"> <li>• increased lifecycle costs of capital infrastructure/fleet due to unplanned repairs.</li> <li>• increased operating and maintenance costs due to unplanned equipment failure.</li> <li>• risk of violation of Provincial and Federal Regulations including Occupational Health and Safety Act, Ontario Fire Code and Ontario Building Code.</li> <li>• reduced procurement efficiency.</li> </ul>



Ontario Regulation 82/98, as amended subsection 8(3) Requirements	Compliance
<p>iii. contains a summary of, in relation to achieving the proposed level of service, (not defined clearly)</p> <p>A. non-infrastructure solutions,</p> <p>B. maintenance activities,</p> <p>C. renewal and rehabilitation activities,</p> <p>D. replacement activities,</p> <p>E. disposal activities, and</p> <p>F. expansion activities,</p> <p>iv. discusses the procurement measures that are intended to achieve the proposed level of service, and</p> <p>v. includes an overview of the risks associated with the strategy and any actions that will be taken in response to those risks.</p>	<p>Annual Transit Service Review, review updates to Simcoe County Transportation Master Plans, and passenger tracking to confirm areas of growth.</p> <p>As per the Current Service Contractor's Agreement, The Town requires complete vehicle maintenance services for all conventional transit fleet used for Revenue Service. The Operator shall be solely responsible for the proper maintenance (both preventative and major repairs) of all vehicles under this Agreement. Maintenance must be performed so as to ensure reliable transit service delivery, professional image, minimal service interruptions, and maximum Town-owned fleet availability. The Operator shall comply with requirements contained in the Agreement as well as all Federal and Provincial legislative regulations applicable to passenger transit operations and fleet maintenance.</p> <p>As the Transit Service is fairly new to the Town and the lifecycle on Transit fleet is typically longer than 10 years, the Town will include future renewal/rehabilitation activities to fleet when the need is identified and incorporate them into future budget and business plan updates.</p> <p>As the Transit Service is fairly new to the Town and the lifecycle on Transit fleet is typically longer than 10 years, the Town will include future replacement of fleet in their budget and business plans, as required.</p> <p>Disposal activities will follow the current practice for fleet of disposal at the end of service life.</p> <p>Expansion activities are identified in Appendix F.</p> <p>Procurement measures for asset management follow the Town's Procurement Policy. See the Town's Procurement Policy: <a href="https://www.townofbwg.com/Shared%20Documents/Finance/Procurement_Policy.pdf">https://www.townofbwg.com/Shared%20Documents/Finance/Procurement_Policy.pdf</a></p> <p>Funding from Senior Government: Senior levels of Government have recognized gridlock costs Canada's economy billions of dollars in lost productivity and damage to the environment. In recent years, the Government of Canada has provided stimulus money (Public Transit Infrastructure Fund) to improve and expand transit service that provided municipalities with funds for fleet and facility maintenance. The Federal and Provincial Governments have indicated future long-term funding announcements can be expected which the Town will monitor for funding opportunities to assist with asset management requirements.</p>





Ontario Regulation 82/98, as amended subsection 8(3) Requirements	Compliance
<p>4. A financial strategy that:</p> <p>i. shows the yearly expenditure forecasts that are proposed to achieve the proposed level of service, categorized by,</p> <p>A. non-infrastructure solutions,            B. maintenance activities,            C. renewal and rehabilitation activities,            D. replacement activities,            E. disposal activities, and            F. expansion activities,</p> <p>ii. provides actual expenditures in respect of the categories set out in sub-subparagraphs i A to F from the previous two years, if available, for comparison purposes,</p> <p>iii. gives a breakdown of yearly revenues by source,</p> <p>iv. discusses key assumptions and alternative scenarios where appropriate, (see associated text) and</p> <p>v. identifies any funding shortfall relative to financial requirements that cannot be eliminated by revising service levels, asset management or financing strategies, and discusses the impact of the shortfall and how the impact will be managed.</p>	<p>See Section 11 of the A.M.P. for the financial strategy and plan</p> <p>Section 11.2.1 of the A.M.P.            Section 11.2.2 of the A.M.P.            Section 11.2.2 of the A.M.P.            Section 11.2.3 of the A.M.P.            Section 11.2.4 of the A.M.P.            Section 11.2.5 of the A.M.P.</p> <p>Currently not available.</p> <p>Section 11.2.6 of the A.M.P. for funding sources and the Town's capital budget/forecast.</p> <p>Currently, as the service is relatively new, alternative scenarios have not been developed for future asset management purposes.</p> <p>Currently, there are no funding shortfalls relative to transit fleet as it is a relatively new service. Impacts of any future shortfalls will be identified through future updates to the asset management plan.</p>

Note – Reference to A.M.P. means “Town of Bradford West Gwillimbury Asset Management Plan”



# Appendix H

## Proposed D.C. By-law



## The Corporation of the Town of Bradford West Gwillimbury

### By-law 2019 – xx

#### Development Charges By-law

A By-law to update the development charges for the Town of Bradford West Gwillimbury and to repeal Development Charge By-law Number 2014-73.

**WHEREAS** subsection 2(1) of the Act provides that the council of a municipality may pass by-laws for the imposition of development charges against land for increased capital costs required because of the need for services arising from development in the area to which the by-law applies;

**AND WHEREAS** subsection 2(8) of the Act provides that more than one by-law to impose development charges may apply to the same area;

**AND WHEREAS** the Council of The Corporation of the Town of Bradford West Gwillimbury has given notice in accordance with Section 12 of the Act, of its intention to pass a by-law under subsections 2(1) of the Act;

**AND WHEREAS** the Council of The Corporation of the Town of Bradford West Gwillimbury heard all persons who applied to be heard no matter whether in objection to, or in support of, the development charge proposal at public meeting held on June 4, 2019;

**AND WHEREAS** the Council of The Corporation of the Town of Bradford West Gwillimbury at the public meeting held on June 4, 2019 had before it a report entitled Development Charges Background Study dated April 5, 2019, prepared by Watson & Associates Economists Ltd. which indicated that the development of any land within the Town of Bradford West Gwillimbury will increase the need for services as specified therein;

**AND WHEREAS** the Council of The Corporation of the Town of Bradford West Gwillimbury on June 18, 2019, determined under section 12 of the Act that no additional public meetings were required.

**NOW THEREFORE** the Council of The Town of Bradford West Gwillimbury hereby enacts as follows:



## DEFINITIONS

1. In this by-law:
  - (1) "Act" means the *Development Charges Act*, S.O. 1997, c. 27, as amended and any successor legislation;
  - (2) "agricultural use" means a bona fide farming operation, but does not include a Dwelling Unit;
  - (3) "Apartment dwelling" means any residential unit within a building containing more than four dwelling units where the units are connected by an interior corridor, but does not include a special care/special need dwelling unit. Despite the foregoing, an apartment dwelling includes those stacked townhouse dwellings that are developed on a block approved for development at a minimum density of sixty (60) units per net hectare pursuant to plans approved under section 41 of the Planning Act;
  - (4) "Assessment Act" means the Assessment Act, R.S.O. 1990, c. A.31, as amended and any successor legislation;
  - (5) "back-to-back townhouse dwelling" means a building containing four or more dwelling units separated vertically by a common wall, including a rear common wall, that do not have rear yards;
  - (6) "bedroom" means a habitable room of at least seven square metres (7 sq.m.) used, designed or intended for use as sleeping quarters including a loft;
  - (7) "Board of Education" means a board defined in ss. 1 (1) of the Education Act; R.S.O. 1990, c. E.2, as amended and any successor legislation;
  - (8) "building" means a building or structure occupying an area greater than ten (10) square metres (10 sq.m.) consisting of a wall, roof or floor or any of them, or a structural system serving the function thereof, and includes, but is not limited to, an above grade storage tank, an air supported structure, a canopy and an industrial tent;



- (9) "Building Code Act" means the Building Code Act, S.O. 1992, c.23, as amended and any successor legislation;
- (10) "capital cost" means costs incurred or proposed to be incurred by the Municipality or a local board thereof directly or by others on behalf of, and as authorized by, the Municipality or local board:
- (a) to acquire land or an interest in land, including a leasehold interest;
  - (b) to improve land;
  - (c) to acquire, lease, construct or improve buildings and structures;
  - (d) to acquire, lease, construct or improve facilities including:
    - (i) rolling stock with an estimated useful life of seven years or more;
    - (ii) furniture and equipment, other than computer equipment; and
    - (iii) materials acquired for circulation, reference or information purposes by a library board as defined in the *Public Libraries Act*, R.S.O. 1990, c.P.44;
  - (e) to undertake studies in connection with any of the matters referred to in clauses (a) to (d);
  - (f) to complete the development charge background study under section 10 of the Act; and
  - (g) interest on money borrowed to pay for costs in (a) to (d);
- that are required for the provision of services designated in this By-law within or outside the Town;
- (11) "charitable dwelling" means a residential building, a part of a residential building or the residential portion of a mixed-use building maintained and operated by a corporation approved under the Charitable Institutions Act, R.S.O. 1990, c. C.9, for persons requiring residential, specialized or group



care and charitable dwelling includes a children's residence under the Child and Family Services Act, R.S.O. 1990, c. C.11, a home or a joint home under the Homes for the Aged and Rest Homes Act, R.S.O. 1990, c. H.13, an institution under the Mental Hospitals Act, R.S.O. 1990, c. M.8, a nursing home under the Nursing Homes Act, R.S.O., 1990, c. N.7, and a home for special care under the Homes for Special Care Act, R.S.O. 1990, c. H.12;

- (12) "Condominium Act" means the Condominium Act, 1998, S.O. 1998, c. 19 as amended and any successor legislation or the Condominium Act, R.S.O. 1990, c. C.26, as amended and any successor legislation;
- (13) "correctional group home" means a residential building or the residential portion of a mixed-use building containing a single housekeeping unit supervised on a 24-hour basis on site by agency staff on a shift rotation basis, and funded wholly or in part by any government or its agency, or by public subscription or donation, or by any combination thereof, and licensed, approved or supervised by the Province of Ontario as a detention or correctional facility under any general or special act and amendments or replacement thereto. A correction group home may contain an office provided that the office is used only for the operation of the correctional group home in which it is located. A correctional group home shall not include any detention facility operated or supervised by the Federal Government nor any correctional institution or secure custody and detention facility operated by the Province of Ontario;
- (14) "Council" means the Council of The Corporation of the Town of Bradford West Gwillimbury;
- (15) "development" means any activity or proposed activity in respect of land that requires one or more of the actions referred to in section 8 of this By-law and includes the redevelopment of land or the redevelopment, expansion, extension or alteration of a use or a building (except interior alterations to an existing building which do not change or intensify the use of the building);



- (16) "development charge" means a charge imposed pursuant to this By-law or any other development charge by-law of The Corporation of the Town of Bradford West Gwillimbury;
- (17) "dwelling unit" means either (1) a room or suite of rooms used, or designed or intended for use, by one person or persons living together, in which culinary and sanitary facilities are provided for the exclusive use of such person or persons, or (2) in the case of a special care/special need dwelling, a room or suite of rooms used, or designed or intended for use, by one person with or without exclusive sanitary and/or culinary facilities, or more than one person in sanitary facilities are directly connected and exclusively accessible to more than one room or suite of rooms;
- (18) "existing industrial building" means a building existing on land in the Town on March 5, 2013 or the first building or buildings constructed on vacant land on or after March 5, 2013 for which development charges were paid in full and such buildings are used for or in connection with:
- (a) manufacturing, producing, processing, storing or distributing something;
  - (b) research or development in connection with manufacturing or processing something;
  - (c) retail sales by a manufacturer, producer or processor of something they manufactured, produced or processed, if the retail sales are at the site where the manufacturing, production or processing takes place; or
  - (d) office or administrative purposes, if they are:
    - (i) carried out with respect to manufacturing, producing, processing, storage or distributing of something;
    - (ii) in or attached to the building used for that manufacturing, producing, processing, storage or distribution; and

despite the foregoing, self-service storage facilities and retail warehouses are not considered to be industrial buildings;



- (19) "farm building" means that part of a bona fide farm operation encompassing barns, silos, greenhouses and other ancillary development to an agricultural use, but excluding a residential use;
- (20) "garden suite" means a building containing one (1) dwelling unit where the garden suite is detached from and ancillary to an existing single detached dwelling or semi-detached dwelling on a residential lot and such building is designed to be portable and where the property owner has entered into an agreement with the municipality that establishes the temporary nature of the garden suite;
- (21) "grade" means the average level of finished ground adjoining a building at all exterior walls;
- (22) "gross floor area" means:
- (a) in the case of a residential building, or in the case of a mixed-use building with respect to the residential portion therefore, the total area of all floors above grade of a dwelling unit measured between the outside surfaces of exterior walls, or between the outside of exterior walls and, the centre line of party walls dividing one dwelling unit from another dwelling unit or other portion of a building; and
  - (b) in the case of a non-residential building, or in the case of a mixed-use building in respect of the non-residential portion thereof, the total area of all building floors above or below grade measured between the outside surfaces of the exterior walls, or between the outside surfaces of exterior walls and the centre line of party walls dividing a non-residential use and a residential use;
- (23) "group home" means a residential building or the residential portion of a mixed-use building containing a single housekeeping unit which may or may not be supervised on a 24-hour basis on site by agency staff on a shift rotation basis, and funded wholly or in part by any government or its agency, or by public subscription or donation, or by any combination thereof and licensed, approved or supervised by the Province of Ontario for the accommodation of persons under any general or special act and





amendments or replacements thereto. A group home may contain an office provided that the office is used only for the operation of the group home in which it is located;

- (24) “hospice” means a building or portion of a mixed-use building designed and intended to provide palliative care and emotional support to the terminally ill in a home or homelike setting so that quality of life is maintained and family members may be active participants in care;
- (25) “live/work unit” means a unit which contains separate residential and non residential areas intended for both residential and non-residential uses concurrently, and shares a common wall or floor with direct access between the residential and non-residential areas;
- (26) “local board” means a municipal service board, a municipal services corporation, transportation commission, public library board, board of health, police services board, planning board, or any other board, commission, committee, body or local authority established or exercising any power under any act with respect to the affairs or purposes of the Municipality or the County of Simcoe, but excluding a Board of Education, a conservation authority, any municipal services corporation that is not deemed to be a local board under O. Reg. 599/06 made under the Municipal Act, 2001, S.O. 2001, c. 25, as amended or successor legislation and any corporation created under the Electricity Act, 1998, S.O. 1998, c. 15, Schedule A, as amended or any successor legislation;
- (27) “local services” means those services or facilities which are under the jurisdiction of the Municipality and are related to a plan of subdivision or within the area to which the plan relates, required as a condition of approval under section 51 of the Planning Act, or as a condition of approval under section 53 of the Planning Act;
  - (a) “marijuana production facilities” means a Building, or part thereof, designed, used, or intended to be used for one or more of the following: cultivation, propagation, production, processing, harvesting, testing, alteration, destruction, storage, packaging, shipment or distribution of marijuana or cannabis where a licence, permit or authorization has been



issued under applicable federal law but does not include a Building or part thereof solely designed, used, or intended to be used for retail sales of marijuana or cannabis.

- (28) “multiple dwelling” means all dwellings other than single detached dwellings, semi-detached dwellings, apartment unit dwellings, and special care/special need dwellings and includes, but is not limited to, back-to-back townhouse dwellings and the residential component of live/work units;
- (29) "Municipality" means The Corporation of the Town of Bradford West Gwillimbury;
- (30) “Non-residential uses” means a building used, designed or intended to be used for a purpose other than a residential purpose and includes marijuana production facilities and the non-residential portion of a live/work unit;
- (31) “nursing home” means a residential building or the residential portion of a mixed-use building licensed as a nursing home by the Province of Ontario;
- (32) “other multiple” means all residential units other than a single detached dwelling, semi-detached dwelling, apartment dwelling or a dwelling unit, including but not limited to, row dwellings, multiplex, back-to-back townhouse dwelling, and the residential component of live/work units;
- (33) "Owner" means the owner of land or a person who has made application for an approval for the development of land;
- (34) “place of worship” means that part of a building that is exempt from taxation as a place of worship under the Assessment Act, R.S.O. 1990, Chap. A.31;
- (35) "Planning Act" means the Planning Act, R.S.O. 1990, c.13, as amended and any successor legislation;
- (36) "redevelopment" means the construction, erection or placing of one or more buildings on land where all or part of a building on such land has previously been demolished, or changing the use of all or part of a building



from a residential purpose to a non-residential purpose or from a non-residential purpose to a residential purpose, or changing all or part of a building from one form of residential development to another form of residential development or from one form of non-residential development to another form of non-residential development;

- (37) "Regulation" means any regulation made pursuant to the Act;
- (38) "residential development" means land, buildings or portions thereof used, designed or intended to be used as living accommodations for one or more individuals, and shall include a single detached dwelling, a semi detached dwelling, a multiple dwelling, an apartment unit dwelling, a special care/special need dwelling, an accessory dwelling, and the residential portion of a mixed-use building and "residential use" and "residential purpose" has the same meaning;
- (39) "residential purpose" means the use of land, buildings or parts thereof as living accommodation for one or more persons;
- (40) "residential uses" means lands, buildings or portions thereof used, or designed or intended for use for a residential purpose and includes a single detached dwelling, a semi-detached dwelling, a multiple dwelling, an apartment dwelling, a dwelling unit accessory to a development for non-residential uses and the residential portion of a mixed-use building;
- (41) "retirement home or lodge" means a residential building or the residential portion of a mixed-use building which provides accommodation primarily for retired persons or couples where each private bedroom or living accommodation has a separate private bathroom and separate entrance from a common hail but where common facilities for the preparation and consumption of food are provided, and common lounges, recreation rooms and medical care facilities may also be provided;
- (42) "semi-detached dwelling" means a building divided vertically into two dwelling units each of which has a separate entrance and access to grade;



- (43) "services" means services listed in Schedule "D" to this By-law, or in an agreement under s. 44 of the Act;
- (44) "single detached dwelling" means a completely detached building containing only one dwelling unit;
- (45) "Special care/special need dwelling" means a building containing two or more dwellings units, which units have a common entrance from street level;
- (a) Where the occupants have the right to use in common, halls, stairs, yards, common rooms and accessory buildings;
  - (b) Which may or may not have exclusive sanitary and/or culinary facilities;
  - (c) That is designed to accommodate persons with specific needs, including, but not limited to, independent permanent living arrangements; and
  - (d) Where support services such as meal preparation, grocery shopping, laundry, housekeeping, nursing, respite care and attendant services are provided at various levels,
- And includes, but is not limited to, retirement houses or lodges, nursing homes, charitable dwellings, group homes (including correctional group homes) and hospices;
- (46) "stacked townhouse dwelling" means a building containing two or more dwelling units where each dwelling unit is separated horizontally from another dwelling unit by a common wall or floor;
- (47) "Town" means the geographic area of The Corporation of the Town of Bradford West Gwillimbury;
- (48) "Treasurer" means the Municipality's Director of Finance/Treasurer or his or her equivalent, deputy and their successors;



## **RULES**

2. (1) For the purpose of complying with section 6 of the Act:
  - (a) the area to which this By-law applies shall be the area described in section 3 of this By-law;
  - (b) the rules developed under paragraph 9 of subsection 5(1) of the Act for determining if development charges are payable under this By-law in any particular case and for determining the amount of the charges shall be as set forth in sections 4, 8 through 16, inclusive, of this By-law;
  - (c) the rules for exemptions, relief, credits and adjustments shall be as set forth in sections 18 through 20, inclusive, and section 23 of this By-law;
  - (d) the indexing of charges shall be in accordance with section 27 of this By-law;
  - (e) there shall be no phasing-in; and
  - (f) except as set out in the Act and this By-law, there are no other credits, exemptions, relief or adjustments in respect of any land in the area to which this By-law applies

## **LANDS AFFECTED**

3. This By-law applies to all lands in the Town.

## **OTHER DEVELOPMENT CHARGES**

4. The development of land in the Town may be subject to one or more development charges by-laws of The Corporation of the Town of Bradford West Gwillimbury and the development charges under this By-law for a development are in addition to any other development charges that may be applicable to such development.



## DESIGNATION OF SERVICES

5. It is hereby declared by Council that all development of land within the area to which this By-law applies will increase the need for services.
6. The development charges under this By-law applicable to a development shall apply without regard to the services required or used by a particular development.
7. Development charges under this By-law shall be imposed for the categories of services listed in Schedule "A" to this By-law to pay for the increased capital costs required because of increased needs for services arising from development.

## APPROVALS FOR DEVELOPMENT

8. (1) Development charges under this By-law shall be imposed against all lands or buildings within the area to which this By-law applies if the development of such lands or buildings requires any of the following:
  - (a) the passing of a zoning by-law or of an amendment thereto under section 34 of the *Planning Act*;
  - (b) the approval of a minor variance under section 45 of the *Planning Act*;
  - (c) a conveyance of land to which a by-law passed under subsection 50(7) of the *Planning Act* applies;
  - (d) the approval of a plan of subdivision under section 51 of the *Planning Act*;
  - (e) a consent under section 53 of the *Planning Act*;
  - (f) the approval of a description under section 50 of the *Condominium Act*, R.S.O., 1990, c. C.26, as amended or section 9 of the *Condominium Act*; or



- (g) the issuance of a permit under the *Building Code Act, 1992*, S.O. 1992, c. 23, as amended or successor legislation, in relation to a building.
- (2) Subsection (1) shall not apply in respect to:
- (a) local services installed or paid for by the owner within a plan of subdivision or within the area to which the plan relates, as a condition of approval under section 51 of the *Planning Act*; and
  - (b) local services installed or paid for by the owner as a condition of approval under section 53 of the *Planning Act*.

## **CALCULATION OF DEVELOPMENT CHARGES**

9. Subject to the provisions of this By-law, development charges against land shall be imposed, calculated and collected in accordance with the rates set out in Schedule "B" to this By-law, which relate to the services set out in Schedule "A" to this By-law;
10. (1) Development charges under this By-law with respect to the development of any land or building shall be calculated as follows:
- (a) in the case of residential development or redevelopment or the residential portion of a mixed-use development or redevelopment, based on the number and type of dwelling units; and
  - (b) in the case of non-residential development or redevelopment, or the non-residential portion of a mixed-use development or redevelopment, based on the gross floor area of such development or redevelopment.
11. No more than one development charge under this By-law for each service designated in section 7 of this By-law shall be imposed upon any lands or buildings to which this By-law applies even though two or more of the actions described in section 8 of this By-law are required before the lands or buildings can be developed.
12. (1) Despite sections 11 and 24 of this By-law, if



- (a) two or more of the actions described in section 8 of this By-law occur at different times, or
- (b) a second or subsequent building permit is issued

resulting in increased, additional or different development, then additional development charges under this By-law shall be imposed in respect of such increased, additional or different development permitted by such action or permit.

- 13. Where a development requires an approval described in section 8 of this By-law after the issuance of a building permit and no development charges have been paid, then development charges under this By-law shall be paid prior to the granting of the approval required under section 8 of this By-law.
- 14. Nothing in this By-law prevents Council from requiring, in an agreement under section 51 of the *Planning Act* or as a condition of consent or an agreement respecting same under section 53 of the *Planning Act*, that the owner, at his or her own expense, install such local services related to or within the area to which a plan of subdivision relates, as Council may require, in accordance with the Municipality's applicable local services policies in effect at the time.

#### **AMOUNT OF CHARGE — RESIDENTIAL**

- 15. Subject to section 4 of this By-law the development charges shall be calculated and payable for residential development or the residential portion of a Live/Work Unit within the Town and shall be the residential development charges shown as the Total Municipal Wide Services on Schedule “B” to this By-law.

#### **AMOUNT OF CHARGE – NON-RESIDENTIAL**

- 16. Subject to section 4 of this By-law the development charges shall be calculated and payable for non-residential development or the non-residential use portion of a Live/Work Unit within the Town and shall be the non-residential development charges shown as the Total Municipal Wide Services on Schedule “B” to this By-law.





## PHASE-IN OF DEVELOPMENT CHARGES

17. The development charges imposed pursuant to this By-law are not being phased-in and are payable in full, subject to any exemptions or specific rules herein, from the date of this By-law comes into force and effect pursuant to section 35 of this By-law.

## EXEMPTIONS FOR CERTAIN BUILDINGS

18. (1) This By-law shall not apply to land that is owned by and used for the purposes of:
- (a) a Board of Education;
  - (b) any municipality or local board thereof;
  - (c) a public hospital, as exempt from taxation pursuant to paragraph 3(1)3 of the *Assessment Act*; and
  - (d) a non-residential farm building, save and except for the gross floor area within a greenhouse that is used for the purposes of carrying on retail sales to which development charges shall be imposed, calculated and collected in accordance with the rates set out in Schedule "B".
  - (e) Lands or buildings used or to be used for a place of worship or for the purposes of a cemetery or burial ground exempt from taxation under the Assessment Act, R.S.O. 1990, Chap. A.31; and
  - (f) A Garden suite on a residential lot where the garden suite is detached from and ancillary to an existing single detached dwelling or semi-detached dwelling and such building is designed to be portable and where the property owner has entered into an agreement with the municipality that establishes the temporary nature of the garden suite.



## RULES WITH RESPECT TO EXEMPTIONS FOR INTENSIFICATION OF EXISTING HOUSING

19. (1) Despite sections 8 and 15 above, no development charge shall be imposed with respect to developments or portions of developments as follows:
- (a) the enlargement of an existing residential dwelling unit;
  - (b) the creation of one or two additional residential dwelling units in an existing single detached dwelling where the total gross floor area of the additional unit(s) does not exceed the gross floor area of the existing dwelling unit;
  - (c) the creation of one additional dwelling unit in any other existing residential building provided the gross floor area of the additional unit does not exceed the smallest existing dwelling unit already in the building;
  - (d) despite clause (b) above, development charges shall be calculated and payable in accordance with Schedule "B" to this By-law where the total residential gross floor area of the additional one or two dwelling units is greater than the total gross floor area of the existing single detached dwelling unit; and
  - (e) despite clause (c) above, development charges shall be calculated and payable in accordance with Schedule "B" to this By-law where the additional dwelling unit has a residential gross floor area greater than:
    - (i) in the case of semi-detached house or multiple dwelling, the gross floor area of the existing dwelling unit, and
    - (ii) in the case of any other residential building, the residential gross floor area of the smallest existing dwelling unit.



## RULES WITH RESPECT TO AN "INDUSTRIAL" EXPANSION EXEMPTION

20. (1) Despite sections 9, 10 and 16 above, there shall be an exemption for the enlargement of an existing industrial building up to a maximum of fifty (50) percent of the gross floor area of the existing industrial building before any enlargement for which an exemption from the payment of development charges was granted.
- (2) Development charges shall be imposed, calculated and payable pursuant to Schedule "B" to this By-law to the gross floor area of an enlargement that exceeds fifty (50) percent of the existing industrial building.
- (3) For greater certainty in applying the exemption in this section, the gross area of an existing industrial building is enlarged where there is a *bona fide* increase in the size of the existing industrial building, the enlarged area is attached to the existing industrial building, there is a direct means of ingress and egress from the existing industrial building to and from the enlarged area for persons, goods and equipment and the existing industrial building and the enlarged area are used for or in connection with an industrial purpose as set out in subsection 1(19) of this By-law. Without limiting the generality of the foregoing, the exemption in this section shall not apply where the enlarged area is attached to the existing industrial building by means only of a tunnel, bridge, canopy, corridor or other passage-way, or through a shared below-grade connection such as a service tunnel, foundation, footing or a parking facility.
- (4) For the purpose of interpreting the definition of "existing industrial building" herein, regard shall be had to the classification of the lands in question pursuant to the Assessment Act, R.S.O. 1990, c. A.31 as amended or successor legislation and in particular:
- (a) whether the lands fall within a tax class such that taxes on the lands are payable at the industrial tax rate; and
- (b) whether more than fifty percent (50%) of the gross area of the building has an industrial property code for assessment purposes.



## **LOCAL SERVICE INSTALLATION**

21. Nothing in this By-law prevents Council from requiring, as a condition of an agreement under section 51 or section 53 of the Planning Act, that the Owner, at his or her own expense, install or pay for such local services, within the plan of subdivision or within the area to which the plan relates, as Council may require.

## **SERVICES IN LIEU**

22. (1) Council may authorize an owner, through an agreement under Section 38 of the Act, to substitute such part of the development charge applicable to the owner's development as may be specified in the agreement, by the provision at the sole expense of the owner, of services in lieu. Such agreement shall further specify that where the owner provides services in lieu in accordance with the agreement, Council shall give to the owner a credit against the development charge in accordance with the provisions of the agreement and the provisions of Section 39 of the Act, equal to the reasonable cost to the owner of providing the services in lieu. In no case shall the agreement provide for a credit that exceeds the total development charge payable by an owner to the Municipality in respect of the development to which the agreement relates.
- (2) In any agreement under subsection (1) Council may also give a further credit to the owner equal to the reasonable cost of providing services in addition to, or of a greater size or capacity, than would be required under this By-law.
- (3) The credit provided for in subsection (2) shall not be charged to any development charge reserve fund.

## **RULES WITH RESPECT TO REDEVELOPMENT**

23. (1) Despite any other provision of this By-Law, where as a result of the redevelopment of land, a building existing on the same land has been demolished in order to facilitate redevelopment, the development charges otherwise payable with respect to such redevelopment shall be reduced by the following amounts:



- (a) in the case of a residential building, or in the case of a mixed-use building, the residential uses in the mixed-use building, an amount calculated by multiplying the applicable development charge under Section 15 of this By-law by the number, according to type, of the dwelling units that have been or will be demolished; and
  - (b) in the case of a non-residential building, or in the case of a mixed-use building, the non-residential uses in the mixed-use building, an amount calculated by multiplying the applicable development charge under Section 16 of this By-law by the gross floor area that has been or will be demolished.
- (2) The amount of any reduction permitted under clauses (1)(a) and (b) above of this By-law shall not exceed, in total, the amount of the development charges otherwise payable with respect to the redevelopment.
  - (3) Despite clauses (1)(a) and (b) above, any reduction applicable thereunder shall only apply where a building permit for the redevelopment has been issued within five (5) years of the date of the issuance of a permit for the demolition of any building on the same lands.
  - (4) No reduction is available if the existing land use is otherwise exempt under this By-law.

## **TIMING OF CALCULATION AND PAYMENT**

- 24. (1) Development charges shall be calculated and payable in full in money or by provision of services as may be agreed upon, or by credit granted under the Act, on the date that the first building permit is issued in relation to a building or structure on land to which a development charge applies.
- (2) Where development charges apply to land in relation to which a building permit is required, the building permit shall not be issued until the development charge has been paid in full.

## **RESERVE FUNDS**

- 25. (1) Monies received from payment of development charges pursuant to this By-law shall be maintained in nine (9) separate reserve funds as follows:



roads related vehicles and equipment, transit services, parking services, fire protection services, police services, outdoor recreation services, indoor recreation services, library services and administration.

- (2) Monies received for the payment of development charges shall be used only in accordance with the provisions of Section 35 of the Act.
- (3) Council directs the Treasurer to divide the reserve funds created hereunder into separate subaccounts in accordance with the service sub-categories set out in Schedule "A" to this By-law to which the development charge payments shall be credited in accordance with the amounts shown, plus interest earned thereon.
- (4) Where any development charge, or part thereof, remains unpaid after the due date, the amount unpaid shall be added to the tax roll and shall be collected as taxes.
- (5) Where any unpaid development charges are collected as taxes under subsection (4), the monies so collected shall be credited to the development charge reserve funds referred to in subsection (2).
- (6) The Treasurer shall, in each year commencing in 2020 for the 2019 year, furnish to Council a statement in respect of the reserve funds established hereunder for the prior year, containing the information set out in Section 12 of O.Reg. 82/98, as may be amended or any successor to such regulation.



## BY-LAW AMENDMENT OR APPEAL

26. (1) Where this By-law or any development charge prescribed thereunder is amended or repealed either by order of the Ontario Municipal Board or by resolution of Council, the Treasurer shall calculate forthwith the amount of any overpayment to be refunded as a result of said amendment or repeal.
- (2) Refunds that are required to be paid under subsection (1) shall be paid with interest to be calculated as follows:
- (a) interest shall be calculated from the date on which the overpayment was collected to the date on which the refund is paid;
  - (b) the Bank of Canada interest rate in effect on the date this By-law comes into force and effect pursuant to section 33 of this By-law shall be used; and
  - (c) refunds that are required to be paid under subsection (1) shall include the interest owed under this section.

## BY-LAW INDEXING

27. The development charges set out in Schedule "B" to this By-law shall be adjusted annually commencing January 1, 2020, without amendment to the By-law, in accordance with the most recent twelve (12) month change in the Statistics Canada Quarterly, "*Construction Price Statistics*" catalogue 62-007.

## SEVERABILITY

28. In the event any provision, or part thereof, of this By-law is found by a court of competent jurisdiction to be *ultra vires*, such provision, or part thereof, shall be deemed to be severed, and the remaining portion of such provision and all other provisions of this By-law shall remain in full force and effect.

## HEADINGS FOR REFERENCE ONLY

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



## **BY-LAW REGISTRATION**

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

## **BY-LAW ADMINISTRATION**

31. This By-law shall be administered by the Treasurer.

## **SCHEDULES**

32. The following Schedules to this By-law form an integral part of this By-law:

Schedule "A"            Designated Municipal Services

Schedule "B"            Schedule of Development Charges

## **DATE BY-LAW EFFECTIVE**

33. This By-law shall come into force and effect on the date it is enacted.

## **SHORT TITLE**

34. This By-law may be cited as the Town of Bradford West Gwillimbury "Development Charges By-law."

Enacted this 14<sup>th</sup> day of June, 2019

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Clerk

Mayor





## Schedule “A”

### By-Law 2019-xx

#### Designated Municipal Services Under this By-law

##### Town-Wide Services:

1. Roads Related Facilities and Vehicles
2. Transit Services
3. Parking Services
4. Fire Protection Services
5. Police Services
6. Outdoor Recreation Services
7. Indoor Recreation Services
8. Library Services
9. Administration



**Schedule "B"**  
**By-Law No. 2019-xx**  
**Schedule of Development Charges**

Service	RESIDENTIAL					NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Other Multiples	Special Care/Special Dwelling Units	(per sq.ft. of Gross Floor Area)
<b>Municipal Wide Services:</b>						
Roads Related Facilities and Vehicles	1,335	693	484	943	425	0.45
Transit Services	44	23	16	31	14	0.01
Parking Services	73	38	26	52	23	0.02
Fire Protection Services	559	290	203	395	178	0.19
Police Services	535	278	194	378	170	0.19
Outdoor Recreation Services	1,329	690	482	939	423	0.03
Indoor Recreation Services	6,906	3,583	2,503	4,879	2,199	0.17
Library Services	1,865	968	676	1,317	594	0.05
Administration	335	174	121	237	107	0.11
<b>Total Municipal Wide Services</b>	<b>12,981</b>	<b>6,737</b>	<b>4,705</b>	<b>9,171</b>	<b>4,133</b>	<b>1.22</b>