



# 2020 Development Charges Background Study

City of Quinte West

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Office Consolidation of October 2, 2020 Development Charges Background Study and November 25, 2020 Addendum

November 25, 2020

Watson & Associates Economists Ltd.  
905-272-3600  
[info@watsonecon.ca](mailto:info@watsonecon.ca)

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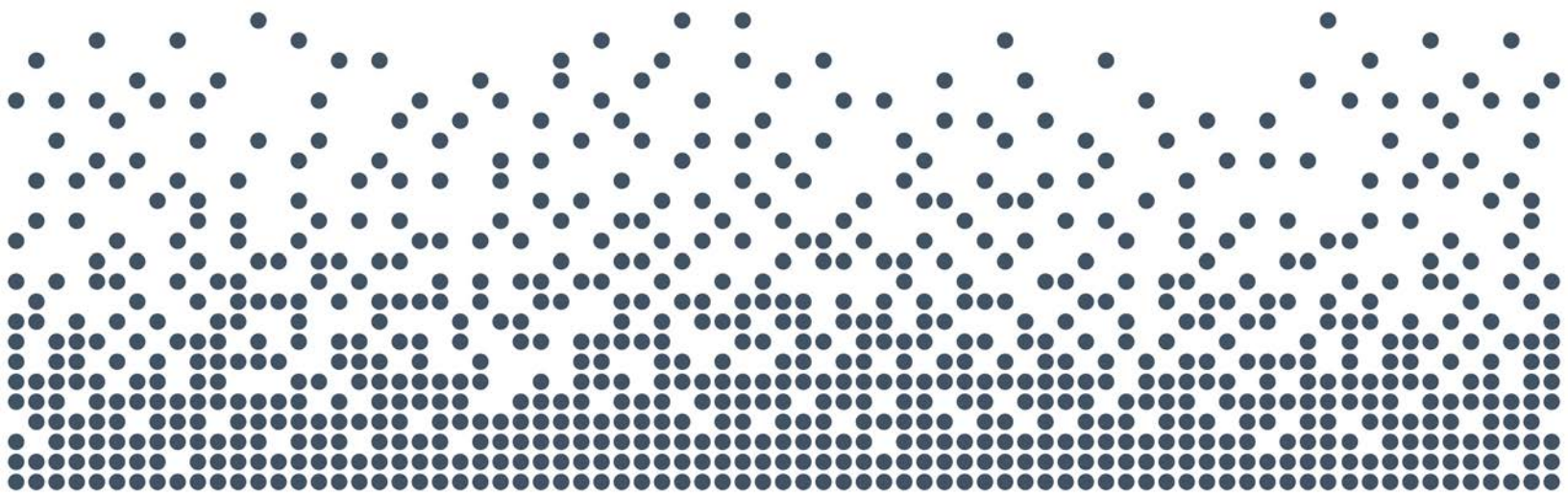
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## List of Acronyms and Abbreviations

Acronym	Full Description of Acronym
D.C.	Development charge
D.C.A.	<i>Development Charges Act</i> , 1997 as amended
G.F.A.	Gross floor area
L.P.A.T.	Local Planning Appeal Tribunal
N.A.I.C.S.	North American Industry Classification System
N.F.P.O.W.	No Fixed Place of Work
O.M.B.	Ontario Municipal Board
O.P.A.	Official Plan Amendment
O.Reg.	Ontario Regulation
P.O.A.	Provincial Offences Act
P.P.U.	Persons per unit
S.D.E.	Single detached equivalent
S.D.U.	Single detached unit
s.s.	Subsection
sq.ft.	square foot
sq.m.	square metres
km	kilometers



# Report



# Chapter 1

## Introduction





# 1. Introduction

## 1.1 Purpose of this Document

---

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

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

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

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

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

The chapters in the report are supported by Appendices containing the data required to explain and substantiate the calculation of the charge.

## 1.2 Summary of the Process

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The public meeting required under Section 12 of the D.C.A. will be scheduled, at the earliest, two weeks after the posting of the D.C. background study and draft D.C. by-law





on the City's website. Its purpose is to present the background study and draft D.C. by-law to the public and to solicit public input on the matter. The public meeting is also being held to answer any questions regarding the study's purpose, methodology and the proposed modifications to the City's D.C. by-law.

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

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

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

Table 1-1 outlines the study process to date and the proposed schedule to be followed with respect to the D.C. by-law adoption process.

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

Process Steps	Dates
1. Project initiation meeting with City Staff	March 2, 2020
2. Data collection and staff interviews	March 2020 – August 2020
3. Presentation of draft findings and D.C. policy discussion with City Staff	September 14, 2020
4. Presentation to Development Industry Stakeholders	September 22, 2020
5. D.C. Background Study and draft D.C. by-law available to public	October 2, 2020
6. Presentation of Study Findings to Finance Committee	October 7, 2020



Process Steps	Dates
7. Public Meeting of Council (Finance Committee)	November 4, 2020
8. Addendum to the D.C. Background Study	November 25, 2020
9. D.C. By-law passage	December 7, 2020
10. Newspaper notice given of by-law passage	By 20 days after passage
11. Last day for by-law appeal	40 days after passage
12. City makes available D.C. pamphlet	by 60 days after in force date

### **1.3 Changes to the Development Charges Act, 1997: More Homes, More Choice Act (Bill 108) the Plan to Build Ontario Together Act (Bill 138), and the COVID-19 Economic Recovery Act (Bill 197)**

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On May 2, 2019, the Province introduced Bill 108, which proposed changes to the D.C.A. The Bill was introduced as part of the Province's *"More Homes, More Choice: Ontario's Housing Supply Action Plan."* The Bill received Royal Assent on June 6, 2019.

While having received Royal Assent, many of the amendments to the D.C.A. would not come into effect until they are proclaimed by the Lieutenant Governor. As of January 1, 2020, the following provisions had been proclaimed:

- Transitional provisions were in effect which have been replaced by updated provisions within Bill 197.
- Effective January 1, 2020, rental housing and institutional developments will pay D.C.s in six equal annual installments, with the first payment commencing at the



date of occupancy. Non-profit housing developments will pay D.C.s in 21 equal annual installments. Interest may be charged on the installments, and any unpaid amounts may be added to the property and collected as taxes.

- Effective January 1, 2020, the D.C. amount for all developments occurring within two years of a site plan or zoning by-law amendment planning approval (for applications submitted after this section is proclaimed) shall be determined based on the D.C. charge in effect on the day of site plan or zoning by-law amendment application. If the development is not proceeding via these planning approvals, or if the building permit is issued after the two-year period of application approval, then the amount is determined the earlier of the date of issuance of a building permit or occupancy.

In response to the global pandemic that began affecting Ontario in early 2020, the Province released Bill 197, the COVID-19 Economic Recovery Act, which provided amendments to a number of Acts, including the D.C.A. and *Planning Act*. This Bill also revised some of the proposed changes identified in Bill 108. Bill 197 was tabled on July 8, 2020 and received Royal Assent on July 21, 2020, however, the changes would not come into effect until proclaimed by the Lieutenant Governor. On September 18, 2020 the Province proclaimed the remaining amendments to the D.C.A. that were made through Bill 108 and Bill 197. The following provides a summary of the changes to the D.C.A. that are now in effect:

#### List of D.C. Eligible Services

- Under Bill 108 some services were to be included under the D.C.A. and some would be included under the Community Benefits Charge (C.B.C.) authority. However, Bill 197 revised this proposed change and has included all services (with some exceptions) under the D.C.A. These services are as follows:
  - Water supply services, including distribution and treatment services.
  - Wastewater services, including sewers and treatment services.
  - Storm water drainage and control services.
  - Services related to a highway.
  - Electrical power services.
  - Toronto-York subway extension, as defined in subsection 5.1 (1).
  - Transit services other than the Toronto-York subway extension.
  - Waste diversion services.



- Policing services.
- Fire protection services.
- Ambulance services.
- Library Services.
- Long-term care services.
- Parks and recreation services (but not the acquisition of land for parks).
- Public health services.
- Childcare and early years services.
- Housing services.
- Provincial Offences Act Services.
- Services related to emergency preparedness.
- Services related to airports, but only in the Regional Municipality of Waterloo.
- Additional services as prescribed

### Classes of D.C. Services

The D.C.A. had allowed for categories of services to be grouped together into a minimum of two categories (90% and 100% services).

The Act (as proclaimed) repeals that provision and replaces the above with the four following subsections:

- A D.C. by-law may provide for any eligible service or capital cost related to any eligible service to be included in a class, set out in the by-law.
- A class may be composed of any number or combination of services and may include parts or portions of the eligible services or parts or portions of the capital costs in respect of those services.
- A D.C. by-law may provide for a class consisting of studies in respect of any eligible service whose capital costs are described in paragraphs 5 and 6 of s. 5 of the D.C.A.
- A class of service set out in the D.C. by-law is deemed to be a single service with respect to reserve funds, use of monies, and credits.



### 10% Statutory Deduction

As well, the removal of 10% deduction for soft services under Bill 108 has been maintained.

### Statutory Exemptions

Statutory exemptions to the payment of D.C.s for the creation of secondary residential dwelling units in prescribed classes of existing residential buildings or structures ancillary to existing residential buildings. Furthermore, the creation of a second dwelling unit in prescribed classes of proposed new residential buildings, including structures ancillary to dwellings.

### Transition

Services, other than those described in paragraphs 1 to 10 of subsection 2 (4) of the D.C.A. (i.e. 'soft services') within an existing D.C. by-law can remain in effect, even if the by-law expires, until the earlier of the day the by-law is repealed, the day the municipality passes a C.B.C. by-law under subsection 37 (2) of the *Planning Act*, or the specified date (i.e. September 18, 2022).



# Chapter 2

## Current City of Quinte West D.C. Policy



## 2. Current City of Quinte West D.C. Policy

### 2.1 By-law Enactment

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The City adopted By-law Number 16-012 on January 18, 2016, which provides for Urban, Rural and Water only service area D.C.s to be imposed in the City. By-law 16-012 will expire on January 18, 2021.

### 2.2 Services Covered

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The following City-wide services are included under By-law 16-012:

- Roads and Related;
- Fire Protection Services;
- Police Services;
- Outdoor Recreation Services;
- Indoor Recreation Services;
- Library Services; and
- Administration.

The following urban services are included under By-law 16-012:

- Water; and
- Wastewater.

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

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Calculation and payment of D.C.s are due and payable at the time of building permit issuance for the development. The By-law also allows the City to enter into alternative payment agreements with owners.

### 2.4 Indexing

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The by-law provides for annual indexing of the charges on December 31 of each year. Table 2-1 provides the charges currently in effect, for residential and non-residential development types, as well as the breakdown of the charges by service.

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Table 2-1  
City of Quinte West  
Current Development Charges

Service	Residential (\$ per unit)				Non-Residential (per m2 of Gross Floor Area)
	Single Detached Dwelling & Semi-	Multiples & Apartments			
		Apartments & 2 Bedrooms +	Apartments Bachelor & 1 bedroom	Multiple Dwellings	
<b><u>Municipal Wide Services</u></b>					
Roads and Related	3,036	1,851	1,439	206	17.04
Fire Protection Services	507	310	240	344	2.85
Police Services	225	137	106	152	1.27
Outdoor Recreation Services	698	425	330	472	
Indoor Recreation Services	-	-	-	-	
Library Services	142	87	68	97	
Administration	28	17	14	20	0.16
<b>Total Municipal Wide Services</b>	<b>4,636</b>	<b>2,827</b>	<b>2,198</b>	<b>3,142</b>	<b>21.32</b>
<b><u>Urban Services</u></b>					
Water	809	493	384	548	4.42
Wastewater	4,868	2,996	2,307	3,296	25.49
<b>Total Urban Services</b>	<b>5,677</b>	<b>3,489</b>	<b>2,691</b>	<b>3,844</b>	<b>29.91</b>
<b>Total Urban Serviced Area</b>	<b>10,313</b>	<b>6,316</b>	<b>4,889</b>	<b>6,986</b>	<b>51.23</b>
<b>Total Water Only Serviced Area</b>	<b>5,445</b>	<b>3,320</b>	<b>2,582</b>	<b>3,690</b>	<b>25.74</b>
<b>Total Rural Service Area</b>	<b>4,636</b>	<b>2,827</b>	<b>2,198</b>	<b>3,142</b>	<b>21.32</b>

## 2.5 Redevelopment Credits

D.C. credits for residential and non-residential redevelopments, are provided for demolitions/conversions of development that pre-exists three years prior to the date of payment of the D.C.

## 2.6 Area to Which the By-law Applies and Exemptions

By-law 16-012 provides for the following statutory exemptions:

- The municipality or local board thereof;
- A board of education;
- The Corporation of the County of Hastings, County of Northumberland, or a local board thereof;
- Residential development that results in only the enlargement of an existing dwelling unit, or that results only in the creation of up to two additional dwelling units (as specified by O.Reg. 82/98); and
- Industrial additions of up to and including 50% of the existing G.F.A. of the building – for industrial additions which exceed 50% of the existing G.F.A., only the portion of the addition in excess of 50% is subject to D.C.s;



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

- Lower Trent Conservation or Quinte Conservation;
- A public hospital under the *Public Hospitals Act*; or
- A place of worship exempt under s.3 of the *Assessment Act*.
- Industrial development including enlargements to existing buildings;
- Where a lot levy, impost fee or development charge was collected as a condition for a lot created by consent pursuant to Section 53 of the *Planning Act*, then the amount collected shall be deducted from the D.C. payable at the time a building permit is issued;
- A grant equal to the calculated charge for residential and non-residential development within the commercial core areas as defined in Schedules “C” and “D” of By-law 06-012 may be provided subject to the development complying with the guidelines and other requirements included in the Community Improvement Plan(s) approved under Section 28 of the *Planning Act*.



# Chapter 3

## Anticipated Development in the City of Quinte West



## 3. Anticipated Development in the City of Quinte West

### 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 City of Quinte West will be required to provide services, over a 10-year (Early-2021 to Early-2031), Early-2021 to Mid-2041, and Early-2021 to Mid-2046 time horizon.

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

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The D.C. growth forecast has been derived by Watson. In preparing the growth forecast, the following information sources were consulted to assess the residential and non-residential development potential for the City of Quinte West over the forecast period, including:

- City of Quinte West Official Plan, Updated to OPA #12 (August 3, 2018);
- City of Quinte West Updated Development Forecasts Memo, Hemson Consulting Ltd., January 12, 2018;
- City of Quinte West 2015 Development Charges Background Study, Hemson Consulting Ltd., November 17, 2015;
- 2006, 2011 and 2016 population, household, and employment Census data;
- Historical residential and non-residential building permit data over the 2010 to 2019 period;
- Residential supply opportunities as provided by the City of Quinte West;
- Residential greenfield land inventory as provided by the City of Quinte West;



- Industrial Lands Review Background Report, City of Quinte West, March 6, 2016, and
- Discussions with City staff regarding anticipated residential and non-residential development in the City of Quinte West.

### 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 City and describes the basis for the forecast. The results of the residential growth forecast analysis are summarized in Table 3-1 below, and *Schedule 1* in Appendix A.

As identified in Table 3-1 and Appendix A, *Schedule 1*, population in Quinte West is anticipated to reach approximately 50,580 by Early-2031, 54,900 by Mid-2041 and 55,930 by Mid-2046, resulting in an increase of approximately 4,290, 8,610 and 9,640 persons, respectively.<sup>1</sup>

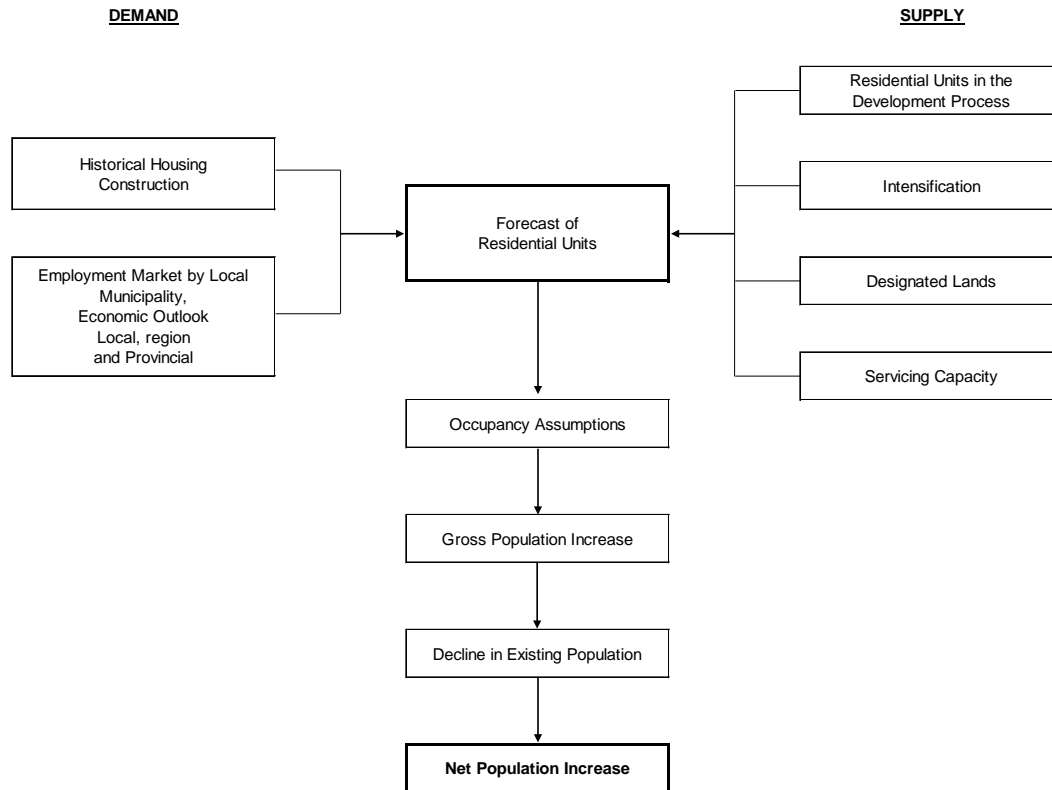
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<sup>1</sup> The population figures used in the calculation of the 2021 D.C. exclude the net Census undercount, which is estimated at approximately 2.7%.

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Figure 3-1  
Population and Household Forecast Model





**Table 3-1**  
**City of Quinte West**  
**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	43,850	42,697	432	42,265	13,280	545	2,460	430	16,715	393	2.554
	Mid 2011	44,250	43,086	536	42,550	13,854	586	2,474	468	17,382	487	2.479
	Mid 2016	44,750	43,577	712	42,865	14,330	665	2,425	415	17,835	647	2.443
Forecast	Early 2021	47,540	46,292	762	45,530	15,332	827	2,528	415	19,101	693	2.424
	Early 2031	51,940	50,582	827	49,755	16,754	1,005	2,815	415	20,989	752	2.410
	Mid 2041	56,380	54,900	897	54,003	18,025	1,081	3,280	415	22,801	815	2.408
	Mid 2046	57,438	55,933	914	55,019	18,421	1,094	3,311	415	23,241	831	2.407
Incremental	Mid 2006 - Mid 2011	400	389	104	285	574	41	14	38	667	94	
	Mid 2011 - Mid 2016	500	491	176	315	476	79	-49	-53	453	160	
	Mid 2016 - Early 2021	2,790	2,715	50	2,665	1,002	162	103	0	1,266	46	
	Early 2021 - Early 2031	4,400	4,290	65	4,225	1,422	179	287	0	1,888	59	
	Early 2021 - Mid 2041	8,840	8,608	135	8,473	2,693	255	753	0	3,700	122	
	Early 2021 - Mid 2046	9,898	9,641	152	9,489	3,089	268	783	0	4,140	138	

Source: Derived from the City of Quinte West Official Plan and City of Quinte West Growth Projections Memo, January 12, 2018, Hemson Consulting Ltd., to 2041. 2046 based on total current development potential from City of Quinte West urban development potential data and provision for rural development, by Watson & Associates Economists Ltd., 2020.

<sup>1</sup> Census undercount estimated at approximately 2.7%. Note: Population including the undercount has been rounded.

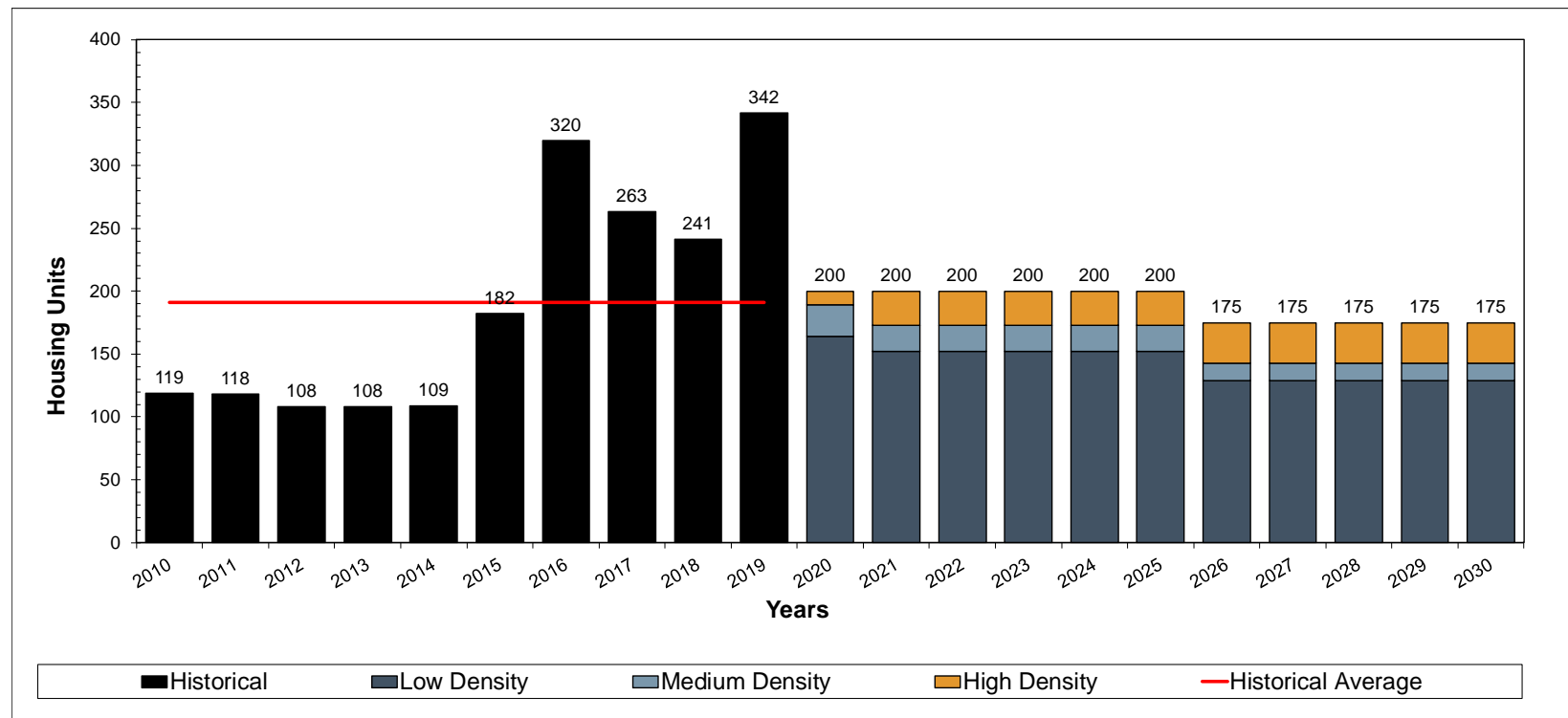
<sup>2</sup> Includes townhouses and apartments in duplexes.

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





Figure 3-2  
City of Quinte West  
Annual Housing Forecast



Source: Historical housing activity derived from City of Quinte West building permit data, 2010-2019.

<sup>1</sup> Growth forecast represents calendar year.



Provided below is a summary of the key assumptions and findings regarding the City of Quinte West D.C. growth forecast:

### 1. Housing Unit Mix (Appendix A – Schedules 1, 6a, 6b and 7)

- The housing unit mix for the City was derived from a detailed review of residential supply data for the City (as per Schedules 6a and 6b), and historical development activity (as per Schedule 7).
- Based on the above indicators, the 10-year household growth forecast for the City is comprised of a unit mix of 75% low density units (single detached and semi-detached), 9% medium density (multiples except apartments) and 15% high density (bachelor, 1-bedroom and 2-bedroom apartments).

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

- Schedule 2 summarizes the anticipated amount, type, and location of development by servicing area for the City of Quinte West.
- In accordance with forecast demand and available land supply, the amount and percentage of forecast housing growth between 2021 and 2031 by development type is summarized below.

Development Location	Approximate Amount of Housing Growth, 2021 to 2031	Percentage of Housing Growth, 2021 to 2031
Urban	1,680	89%
<i>Trenton Service Area</i>	<i>915</i>	<i>48%</i>
<i>Remaining Urban Area</i>	<i>765</i>	<i>41%</i>
Rural	210	11%
<b>City Total</b>	<b>1,890</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 can utilize a longer planning period.

#### 4. Population in New Housing Units (Appendix A - Schedules 3, 4 and 5)

- The number of housing units to be constructed by 2031 in the City of Quinte West over the forecast period is presented in Figure 3-2. Over the 2021 to 2031 forecast period, the City is anticipated to approximately average 188 new housing units per year.
- Institutional population<sup>1</sup> is anticipated to increase by approximately 65 people between 2021 to 2031.
- Population in new units is derived from Schedules 3, 4, and 5, which incorporate historical development activity, anticipated units (see unit mix discussion) and average persons per unit (P.P.U.) by dwelling type for new units.
- Schedule 8a summarizes the average P.P.U. assumed for the new housing units by age and type of dwelling based on a 2016 custom Census data for the City of Quinte West. Due to data limitations, medium and high density P.P.U.'s were derived from Hastings County, which includes the City of Quinte West as per Statistics Canada, and is outlined in Schedule 8b.<sup>2</sup> The total calculated 25-year average adjusted P.P.U.s by dwelling type are as follows:
  - Low density: 2.725
  - Medium density: 1.923
  - High density<sup>3</sup>: 1.663

#### 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> It is acknowledged that the City of Quinte West is administratively separate from Hastings County, but for the purposes of calculating the P.P.U. it is included within the County.

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



- Existing households for Early-2021 are based on the 2016 Census households, plus estimated residential units constructed between Mid-2016 and Early-2020 assuming a 6-month lag between construction and occupancy (see Schedule 2).
- The decline in average occupancy levels for existing housing units is calculated in Schedules 3 through 5, by aging the existing population over the forecast period. The forecast population decline in existing households over the 2021 to 2031 forecast period is approximately 470.

## 6. Employment (Appendix A, Schedules 10a, 10b, 10c, 11 and 12)

- The employment projections provided herein are largely based on the activity rate method, which is defined as the number of jobs in a City 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 the City of Quinte West is outlined in Schedule 10a. The 2016 employment base is comprised of the following sectors:
  - 150 primary (1%);
  - 1,080 work at home employment (7%);
  - 4,733 industrial (28%);
  - 4,668 commercial/population related (28%); and
  - 6,065 institutional (36%).
- The 2016 employment by usual place of work, including work at home, is 16,695. An additional 2,070 employees have been identified for the City in 2016 that have no fixed place of work (N.F.P.O.W.).<sup>2</sup>
- Total employment, including work at home and N.F.P.O.W. for the City is anticipated to reach approximately 21,220 by Early-2031, 22,940 by Mid-2041 and 23,320 by Mid-2046. This represents an employment increase of approximately 1,680 for the 10-year forecast period, 3,400 for the 2021 to 2041 forecast period and 3,780 for the 2021 to 2046 forecast period.

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

<sup>2</sup> No fixed place of work is defined by Statistics Canada as "persons who do not go from home to the same work place location at the beginning of each shift". Such persons include building and landscape contractors, travelling salespersons, independent truck drivers, etc.



- Schedule 10b, Appendix A, summarizes the employment forecast, excluding work at home employment and N.F.P.O.W. employment, which is the basis for the D.C. employment forecast. The impact on municipal services from work at home employees has already been included in the population forecast. The need for municipal services related to N.F.P.O.W. employees has largely been included in the employment forecast by usual place of work (i.e. employment and gross floor area generated from N.F.P.O.W. construction employment). Furthermore, since these employees have no fixed work address, they cannot be captured in the non-residential gross floor area (G.F.A.) calculation.
- Total employment for the City of Quinte West (excluding work at home and N.F.P.O.W. employment) is anticipated to reach approximately 17,340 by Early-2031, 18,570 by Mid-2041 and 18,870 by Mid-2046. This represents an employment increase of approximately 1,200 for the 10-year forecast period, 2,430 for the 2021 to 2041 forecast period, and 2,720 for the 2021 to 2046 forecast period.

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

- Square footage estimates were calculated in Schedule 10b based on the following employee density assumptions:
  - 4,000 sq.ft. per employee for primary;<sup>1</sup>
  - 1,100 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 City-wide incremental Gross Floor Area (G.F.A.) is anticipated to increase by 1,011,900 sq.ft. over the 10-year forecast period, 2,068,900 sq.ft. over the 2021 to 2041 forecast period and 2,312,200 sq.ft. over the 2021 to 2046 forecast period.
- In terms of percentage growth, the 2021 to 2031 incremental G.F.A. forecast by sector is broken down as follows:
  - Primary – 5%;
  - industrial – 56%;
  - commercial/population-related – 18%; and

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<sup>1</sup> Primary industry includes bona-fide and non bona-fide farming which can include cannabis growing operation related employment.



- institutional – 21%.

#### 8. Geography of Non-Residential Development (Appendix A, Schedule 10c)

- Schedule 10c summarizes the anticipated amount, type and location of non-residential development by servicing area for the City of Quinte West by area.
- In accordance with forecast demand and available land supply, the amount and percentage of forecast total non-residential growth between 2021 and 2031 by development type is summarized below.

Development Location	Amount of Non-Residential G.F.A., 2021 to 2031	Percentage of Non-Residential G.F.A., 2021 to 2031
Urban	848,400	84%
<i>Trenton Service Area</i>	<i>470,600</i>	<i>47%</i>
<i>Remaining Urban Area</i>	<i>377,800</i>	<i>37%</i>
Rural	163,500	16%
<b>City Total</b>	<b>1,011,900</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

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

### 4.2 Services Potentially Involved

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s.s.2 (4) of the D.C.A. sets out the eligible services that can be included in a D.C. By-law as follows:

- Water supply services, including distribution and treatment services.
- Wastewater services, including sewers and treatment services.
- Storm water drainage and control services.
- Services related to a highway.
- Electrical power services.
- Toronto-York subway extension, as defined in subsection 5.1 (1).
- Transit services other than the Toronto-York subway extension.
- Waste diversion services.
- Policing services.
- Fire protection services.
- Ambulance services.
- Library Services.
- Long-term care services.
- Parks and recreation services (but not the acquisition of land for parks).
- Public health services.
- Childcare and early years services.
- Housing services.
- Provincial Offences Act Services.
- Services related to emergency preparedness.
- Services related to airports, but only in the Regional Municipality of Waterloo.
- Additional services as prescribed



In addition to the above eligible services, the D.C.A. also sets out in s.s.7 (3) that a development charge by-law may provide for a class consisting of studies.

Two ineligible costs defined in s.s.5(3) of the D.C.A. are “computer equipment” and “rolling stock with an estimated useful life of (less than) seven years...” In addition, local roads are covered separately under subdivision agreements and related means (as are other local services).

Table 4-1 identifies the potential components within each service category, whether the City provides the service, and whether the service has been included in the proposed D.C. by-law.

### **4.3 Increase in Need for Service**

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



Figure 4-1

The Process of Calculating a Development Charge under the Act that must be followed

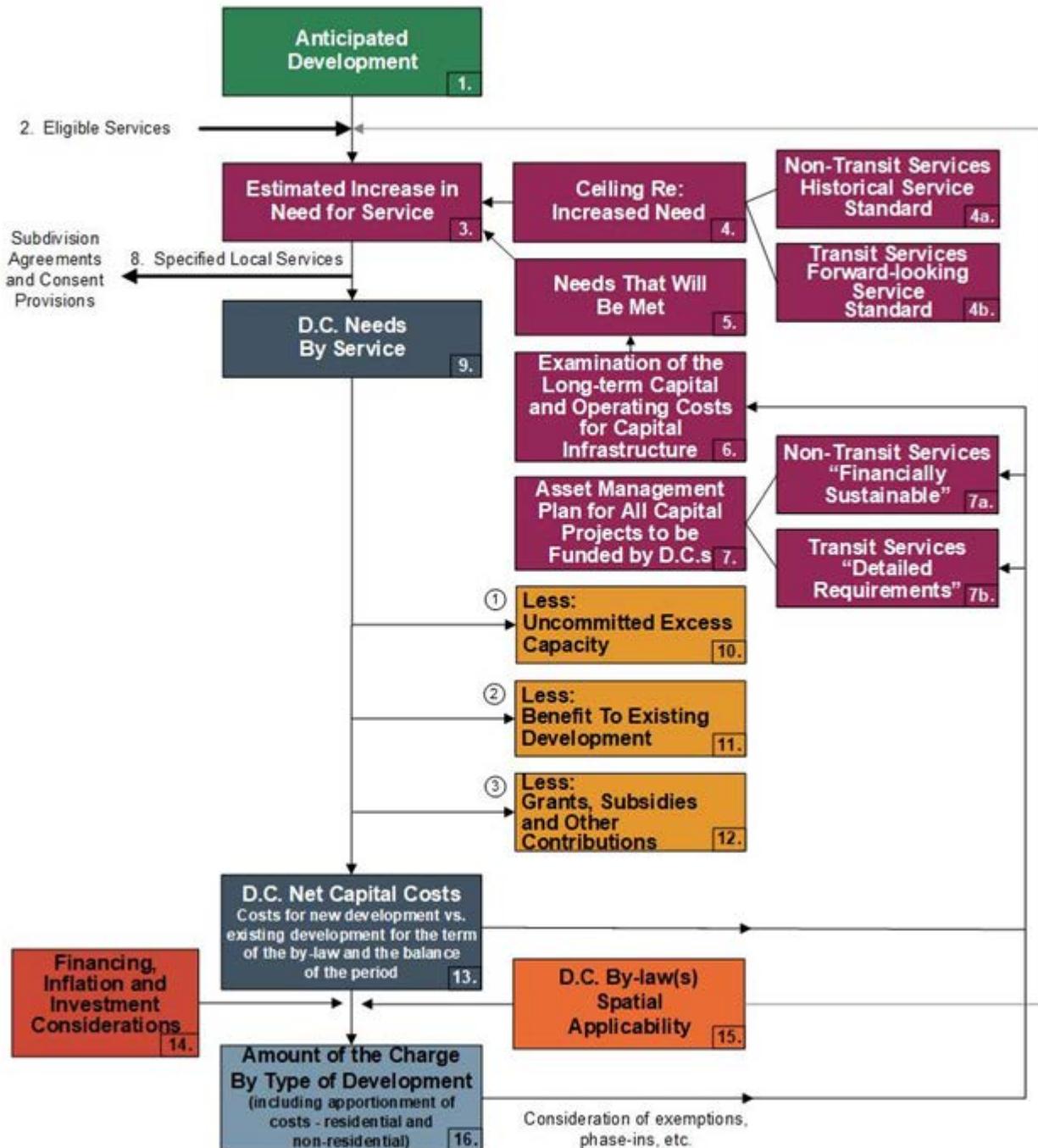




Table 4-1  
Categories of Municipal Services to be Addressed as Part of the Calculation

Categories of Municipal Services	Inclusion in the D.C. Calculation	Service Components
1. Services Related to a Highway	Yes Yes Yes  No Yes Yes Yes Yes Yes	1.1 Arterial roads 1.2 Collector roads 1.3 Bridges, Culverts and Roundabouts 1.4 Local municipal roads 1.5 Traffic signals 1.6 Sidewalks and streetlights 1.7 Active Transportation 1.8 Works Yard 1.9 Rolling stock <sup>1</sup>
2. Transit Services	Yes Yes	2.1 Transit vehicles <sup>1</sup> & facilities 2.2 Other transit infrastructure
3. Stormwater Drainage and Control Services	No  No No	3.1 Main channels and drainage trunks 3.2 Channel connections 3.3 Retention/detention ponds
4. Fire Protection Services	Yes Yes  Yes	4.1 Fire stations 4.2 Fire pumpers, aerials and rescue vehicles <sup>1</sup> 4.3 Small equipment and gear

<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	Inclusion in the D.C. Calculation	Service Components
5. Parks and Recreation Services Outdoor Recreation Services (i.e. Parks and Open Space and Indoor Recreation)	Ineligible  Yes  Yes Yes  Yes Yes  Yes	5.1 Acquisition of land for parks, woodlots and E.S.A.s 5.2 Development of area municipal parks 5.3 Development of district parks 5.4 Development of municipal-wide parks 5.5 Development of special purpose parks 5.6 Parks rolling stock <sup>1</sup> and yards 5.7 Arenas, indoor pools, fitness facilities, community centres, etc. (including land) 5.8 Recreation vehicles and equipment <sup>1</sup>
6. Library Services	Yes  Yes Yes	6.1 Public library space (incl. furniture and equipment) 6.2 Library vehicles <sup>1</sup> 6.3 Library materials
7. Electrical Power Services	No No No	7.1 Electrical substations 7.2 Electrical distribution system 7.3 Electrical system rolling stock
9. Wastewater Services	Yes Yes No Yes	9.1 Treatment plants 9.2 Sewage trunks 9.3 Local systems 9.4 Vehicles and equipment <sup>1</sup>
10. Water Supply Services	Yes Yes No Yes	10.1 Treatment plants 10.2 Distribution systems 10.3 Local systems 10.4 Vehicles and equipment <sup>1</sup>
11. Waste Diversion Services	Ineligible  Ineligible  Yes Yes	11.1 Landfill collection, transfer vehicles and equipment 11.2 Landfills and other disposal facilities 11.3 Waste diversion facilities 11.4 Waste diversion vehicles and equipment <sup>1</sup>

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



Categories of Municipal Services	Inclusion in the D.C. Calculation	Service Components
12. Policing Services	Yes Yes Yes	12.1 Police detachments 12.2 Police rolling stock <sup>1</sup> 12.3 Small equipment and gear
13. Long-Term Care Services	No No	13.1 Long-Term Care space 13.2 Vehicles <sup>1</sup>
14. Child Care and early years services	No No	14.1 Childcare space 14.2 Vehicles <sup>1</sup>
15. Public Health	No No	15.1 Public Health department space 15.2 Public Health department vehicles <sup>1</sup>
16. Housing Services	Yes	16.1 Social Housing space
17. Provincial Offences Act (P.O.A.)	N/A	17.1 P.O.A. space
18. Social Services	No	18.1 Social service space
19. Ambulance Services	Yes Yes	19.1 Ambulance station space 19.2 Vehicles <sup>1</sup>
20. Emergency Preparedness Services	No No	20.1 Emergency Preparedness Space 20.2 Equipment
21. Hospital Provision	Ineligible	21.1 Hospital capital contributions
22. Provision of Headquarters for the General Administration of Municipalities and Area Municipal Boards	Ineligible Ineligible Ineligible	22.1 Office space 22.2 Office furniture 22.3 Computer equipment
23. Other Transportation Services	Ineligible Ineligible	23.1 Ferries 23.2 Airports (in the Regional Municipality of Waterloo). 23.2 (Other)
24. Provision of Cultural, Entertainment and Tourism Facilities and Convention Centres	Ineligible Ineligible Ineligible	24.1 Cultural space (e.g. art galleries, museums and theatres) 24.2 Tourism facilities and convention centres

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



Categories of Municipal Services	Inclusion in the D.C. Calculation	Service Components
25. Other Services	Yes	25.1 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
	Yes	25.2 Interest on money borrowed to pay for growth-related capital

<sup>1</sup>with a 7+ year lifetime

<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

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. A copy of the City's Local Service Policies is included in this report as Appendix D.

## 4.5 Capital Forecast

Paragraph 7 of s.s.5(1) of the D.C.A. requires that, “the capital costs necessary to provide the increased services must be estimated.” The Act goes on to require two



potential cost reductions and the Regulation sets out the way in which such costs are to be presented. These requirements are outlined below.

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

The capital costs include:

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

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

## 4.6 Treatment of Credits

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

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The City currently has outstanding D.C. credit obligations for water and wastewater services. The credit obligation is related to an oversizing project completed by the developer in the Kelmencic subdivision for a total cost of \$300,000. The oversizing of the water and wastewater mains are for development beyond the urban service boundary and as such, have not been included in the calculation of the charge.

## 4.7 Classes of Services

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Section 7 of the D.C.A. states that a D.C. by-law may provide for any D.C. eligible service or the capital costs with respect to those services. Further, a class may be composed of any number or combination of services and may include parts or portions of each D.C. eligible services. With respect to growth-related studies, Section 7(3) of the D.C.A. states that:

*“For greater certainty, a development charge by-law may provide for a class consisting of studies in respect of any service listed in subsection 2 (4) whose capital costs are described in paragraphs 5 and 6 of subsection 5 (3).”*

These provisions allow for services to be grouped together to create a class for the purposes of the D.C. by-law and D.C. reserve funds. The D.C. calculations and draft by-law provided herein include a class for growth studies. This class is comprised of the following services:

- Growth Studies
  - Roads and Related Services;
  - Fire Protection Services;
  - Police Services;
  - Transit Services;
  - Parks and Recreation Services;
  - Library Services;
  - Ambulance Services;
  - Social Housing;
  - Waste Diversion Services;
  - Wastewater Services; and
  - Water Services.



## 4.8 Eligible Debt and Committed Excess Capacity

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

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

## 4.9 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 s.s.5(1) to net the outstanding reserve fund balance as part of making the D.C. calculation; however, s.35 does restrict the way in which the funds are used in future.

The City’s D.C. Reserve Funds balances, by service, are presented in Table 4-2. The 2019 year-end reserve fund balances have been adjusted to account for eligible and actual reserve fund draws and commitments occurring over the 2015-2019 period. These balances have been applied against future spending requirements for all services.



Table 4-2  
City of Quinte West  
Estimated D.C. Reserve Funds Balances (As of December 31, 2019)

Service	Totals
Roads and Related Services	\$4,398,823
Fire Protection	(\$315,494)
Police	(\$75,300)
Parks and Recreation Services	\$1,023,584
Library Services	\$63,093
Administration Studies	\$31,377
Wastewater Services	\$773,295
Water Services	\$1,163,443
<b>Total</b>	<b>\$7,062,821</b>

## 4.10 Deductions

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The D.C.A. potentially requires that four 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; and
- anticipated grants, subsidies and other contributions;

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

### ***4.10.1 Reduction Required by Level of Service Ceiling***

This is designed to ensure that the increase in need included in 4.3 does "...not include an increase that would result in the level of service (for the additional development increment) exceeding the average level of the service provided in the City over the 10-year period immediately preceding the preparation of the background study..." O.Reg. 82.98 (s.4) goes further to indicate that "...both the quantity and quality of a service shall be taken into account in determining the level of service and the average level of service."

In many cases, this can be done by establishing a quantity measure in terms of units as floor area, land area or road length per capita and a quality measure, in terms of the average cost of providing such units based on replacement costs, engineering standards or recognized performance measurement systems, depending on



circumstances. When the quantity and quality factor are multiplied together, they produce a measure of the level of service, which meets the requirements of the Act, i.e. cost per unit.

With respect to transit services, the changes to the Act as a result of Bill 73 have provided for an alternative method for calculating the services standard ceiling. Transit services must now utilize a forward-looking service standard analysis, described further in Section 5.1.3.

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

#### ***4.10.2 Reduction for Uncommitted Excess Capacity***

Paragraph 5 of s.s.5(1) requires a deduction from the increase in the need for service attributable to the anticipated development that can be met using the City'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.

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

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

- the repair or unexpanded replacement of existing assets that are in need of repair;
- an increase in average service level of quantity or quality (compare water as an example);



- the elimination of a chronic servicing problem not created by growth; and
- providing services where none previously existed (generally considered for water or wastewater services).

This step involves a further reduction in the need, by the extent to which such an increase in service would benefit existing development. The level of services cap in 4.9.1 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 City-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.

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

This step involves reducing the capital costs necessary to provide the increased services by capital grants, subsidies and other contributions (including direct developer contributions required due to the local service policy) made or anticipated by Council



and in accordance with various rules such as the attribution between the share related to new vs. existing development (O.Reg. 82.98 s.6). That is, some grants and contributions may not specifically be applicable to growth or where Council targets fundraising as a measure to offset impacts on taxes. Moreover, Gas Tax revenues are typically used to fund non-growth-related works or the non-growth share of D.C. projects, given that the contribution is not being made in respect of particular growth-related capital projects.

## **4.11 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 7.3.8.

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



# Chapter 5

## Development Charge Eligible Cost Analysis by Service



## 5. Development Charge Eligible Cost Analysis by Service

This chapter outlines the basis for calculating eligible costs for the D.C.s. The services outlined in Sections 5.1 and 5.2, apply on a uniform-basis across the City, while those addressed in Section 5.3 apply only to urban areas. In each case, the required calculation process set out in s.5(1) paragraphs 2 to 7 in the D.C.A. and described in Chapter 4, was followed in determining D.C. eligible costs.

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

### 5.1 Service Levels and 10-Year Capital Costs for City-Wide D.C. Calculation

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This section evaluates the development-related capital requirements for all of the City-wide services assessed 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.

#### 5.1.1 Fire Services

The City currently operates seven fire stations with approximately 50,100 sq. ft. of building space. These fire stations provide an average level of service of \$250 per capita over the 10-year historical period.

The fire department also has a current inventory of vehicles and equipment totalling 44 items. These items include and aerial truck, pumper trucks, tanker trucks, utility trucks, and marine units, as well as other support vehicles. The replacement value of these vehicles is \$12.6 million and provides a historical average level of service of \$288 per capita.

Within the fire department, there are a total of 153 equipped fire fighters (137 volunteer and 16 full-time) along with 7 sets of jaws of life equipment. The total replacement





value of this equipment is approximately \$1.9 million which produces an average level of service of \$43 per capita.

In aggregate, based on the average level of service provided over the 2010-2019 period, the maximum D.C. eligible amount that could be included in the calculation of the charge for fire protection services is \$2.5 million.

The City is currently anticipating the installation of a new Communications Simulcast system. The gross capital costs for the new communications system is \$600,000. A deduction of \$548,900 for benefit to existing has been made. After accounting for the current D.C. reserve fund deficit of \$315,500 a total of \$366,600 in growth related needs have been included in the calculation of the D.C.

The allocation of the net growth-related costs for fire services between residential and non-residential development is 78% residential and 22% non-residential based on the relationship of incremental population and employment growth over the 10-year forecast period (i.e. 4,225 population and 1,197 employment).

### **5.1.2 Police Services**

The City currently provides 28,134 sq ft. of facilities in the provision of police services. These facilities result in an average level of service of \$200 per capita over the 2011-2020 period. In addition to these facilities, the City provides 2 radar trailers with a historical value of \$23,000. This equipment has an average per capita level of service of \$1.

The anticipated growth-related needs for police services are related to camera and network upgrades and future growth-related principal and interest payments for the completed police station expansion. These growth-related needs have a total gross capital cost of \$10.7 million. A post period benefit deduction of \$3.5 million has been made to recognize the growth-related costs in excess of the average historical level of service. Furthermore, a benefit to existing development of \$6.3 million has also been made. After accounting for the D.C. reserve fund deficit balance, a total of \$1.0 million has been included in the D.C. calculation.

The allocation of the net growth-related costs for police services between residential and non-residential development is 78% residential and 22% non-residential based on



the relationship of incremental population and employment growth over the 10-year forecast period.

### **5.1.3 Transit Services**

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

1. “The calculations that were used to prepare the estimate for the planned level of service for the transit services, as mentioned in subsection 5.2 (3) of the Act.
2. An identification of the portion of the total estimated capital cost relating to the transit services that would benefit,
  - i. the anticipated development over the 10-year period immediately following the preparation of the background study, or
  - ii. the anticipated development after the 10-year period immediately following the preparation of the background study.
3. An identification of the anticipated excess capacity that would exist at the end of the 10-year period immediately following the preparation of the background study.
4. An assessment of ridership forecasts for all modes of transit services proposed to be funded by the D.C. over the 10-year period immediately following the preparation of the background study, categorized by development types, and whether the forecasted ridership will be from existing or planned development.
5. An assessment of the ridership capacity for all modes of transit services proposed to be funded by the D.C. over the 10-year period immediately following the preparation of the background study.”

Quinte Access, which provides transit services for the City has developed ridership forecasts with regard to the development of a new transit route within the City. It has been identified that there will be an increase in annual ridership of 13,600 trips.

Based on the forecast ridership and the fact that this new route is anticipated to be utilized proportionately by both new and existing residents, approximately 9% of the incremental ridership is attributed to new development (i.e. incremental population growth represents 9% of the anticipated 2030 population).



Anticipated needs of the system included new vehicles for the additional planned route, transit vehicle modernization, transit shelters/hubs, and vehicle storage. The gross capital cost for these projects is \$1.6 million. Deductions of \$1.4 million and \$17,100 are applied for benefit to existing development and for grants, subsidies and other contributions, respectively. This results in a total of \$117,000 of growth-related needs being included in the D.C. calculation.

The net growth-related costs for transit services have been allocated between future residential and non-residential development on the basis of incremental population to employment growth over the 10-year forecast period (i.e. 78% residential/ 22% non-residential).

#### **5.1.4 Parks and Recreation Services**

The City currently maintains 397 acres of developed parkland and 52.2 km of recreational trails. Moreover, the City provides a variety of amenities in its parks and operates 195,906 sq.ft. of indoor recreation facilities and parks operations facility space. The City maintains these assets with the use of a 109 vehicle and large equipment fleet. This historical level of investment produces an average level of service \$1,357 per capita, resulting in a maximum D.C.-eligible amount of \$9.7 million that could be included in the calculation of the charge..

The 10-year capital needs for parks and recreation services have a gross capital cost of approximately \$5.1 million. These capital costs include the development of new parks, park upgrades, new trails, and growth-related studies. Deductions are made from the capital costs in recognition of the benefits to existing development totaling \$3.5 million. Adjustments are then made for the uncommitted reserve fund balance of approximately \$1.0 million resulting in in net growth-related capital costs of \$509,000 included in the calculation of the D.C.

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

#### **5.1.5 Library Services**

There are currently two library facilities that are maintained by the City. Library services are also provided through the provision of various physical materials, electronic



subscription materials, and equipment. These assets result in a historical average level of service of \$299 per capita which results in a maximum of \$1.3 million to be included in the D.C. calculation.

Growth-related capital needs that have been identified primarily include additional collection materials to maintain the historical level of service. These identified needs have a gross capital cost of \$413,700. A deduction of \$100,600 has been made in acknowledgement of the benefit to existing development. After adding \$63,100 reflective of current reserve fund deficits, the net D.C. recoverable costs included in the calculation of the charge are \$250,000.

As the predominant users of library services tend to be residents of the City, the forecast growth-related costs have been allocated 95% to residential development and 5% to non-residential.

#### **5.1.6 Ambulance Services**

The County of Hastings (County) provides ambulance services to constituents of the City. Based on the historical investment in assets to provide ambulance services across Hastings County and the City's historical funding share (28.0% to 29.6%) the average historical per capita level of service within the City is \$94. Applying this per capita level of service to the 10-year growth in population results in a maximum D.C.-eligible amount of \$396,300.

The County of Hastings has identified expansionary capital needs of \$1.2 million related to a new ambulance and base expansion. Total deductions of \$874,700 have been applied in recognition of the non-City funding share, resulting in \$357,300 being included in the calculation of the D.C.

Based on the relationship of incremental population to employment growth over the 10-year forecast period, the D.C. eligible capital costs have been allocated 78% to residential and 22% to non-residential development.

#### **5.1.7 Social Housing Services**

Social housing services within the City are administered by the County for which the City has capital funding obligations (approximately 29%). The County currently maintains 1,472 housing units of which 435 are attributable to the City based on the



City's funding share.. This level of investment provides a historical average level of service of \$3,454 per capita which results in a maximum of \$14.6 million in D.C.-eligible costs.

Identified capital needs for social housing includes a 32-unit complex located in the City. The total gross capital cost for the project is \$7.4 million. After deducting \$5.5 million for the non-City share, \$2.1 million for the benefit to existing development, and \$143,500 for the growth-related share of anticipated grant funding, approximately \$47,800 is included in the D.C. calculation.

As the users of social housing services are residents of the City, the forecast growth-related costs have been allocated 100% to residential development.

### **5.1.8 Waste Diversion Services**

Waste diversion services are provided to the City by a 3<sup>rd</sup> party vendor. These vehicles provide services to residents of both the City of Quinte West and City of Belleville. Furthermore, the vehicles are utilized in relation to both D.C. eligible and ineligible services (i.e. waste diversion and collection of solid waste). As such, it has been determined that approximately 1.3 of the 7 vehicles currently utilized in the provision of the contract relate to eligible waste diversion services with the City. On a per capita basis, this amounts to an average historical level of service of \$6. The City also provides residents with green bins for the collection of organics, contributing an additional \$25 per capita to the historical per capita level of service. Based on the average historical level of investment, the resulting maximum D.C.-eligible amount that could be included in the D.C. calculation is \$128,300.

Growth-related capital needs include the capital component of incremental waste diversion collection contract costs and additional green bins. The gross capital costs for these needs total \$237,600. After deductions, for the ineligible cost share (\$76,700), and the benefit to development beyond the forecast period (\$32,562) the net capital costs to be included in the D.C. calculation are \$128,300.

As waste diversion curb side collection services are provided to residents of the City, the forecast growth-related costs have been allocated 100% to residential development.



### **5.1.9 Growth-Related Studies**

The D.C.A. permits the inclusion of studies undertaken to facilitate the completion of the City's capital works program. As discussed in Section 4.7, these studies have been allocated as a class of services based on each service to which the study relates.

For planning related studies, a deduction of 10% has been applied to recognize the extent to which the studies relate to non-D.C.-eligible services. All studies have been allocated to the classes of services in the following manner:

- Roads and Related Services – 40.2%
- Fire Protection Services – 0.1%
- Police Services – 2.0%
- Transit Services – 0.3%
- Parks and Recreation Services – 3.3%
- Library Services – 0.7%
- Ambulance Services – 0.8%
- Social Housing – 0.1%
- Waste Diversion Services – 0.3%
- Wastewater Services – 43.8%
- Water Services – 8.5%

The following provides a list of the studies included in the calculations:

- Development Charges Background Studies
- Official Plan Review
- Zoning By-law Review

The cost of these studies is \$197,300 of which \$58,700 is attributable to existing development. A deduction of \$5,900 has been made to recognize the portion of planning studies related to D.C.-ineligible services, as mentioned above. The existing reserve fund balance of \$31,400 has been deducted resulting in a net D.C.-eligible cost of \$101,400 to be included in the calculations.

The allocation of the net growth-related costs for the growth-related class between residential and non-residential development is 78% residential and 22% non-residential



based on the relationship of incremental population and employment growth over the 10-year forecast period (i.e. 2021-2030).



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

Prj .No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
	2021-2030								78%	22%
1	Communications Simulcast		600,000	-	600,000	548,900		51,100	39,858	11,242
	Reserve Fund Adjustment		-					315,494	246,085	69,409
	<b>Total</b>		<b>600,000</b>	<b>-</b>	<b>600,000</b>	<b>548,900</b>	<b>-</b>	<b>366,594</b>	<b>285,943</b>	<b>80,651</b>





## Infrastructure Costs Covered in the D.C. Calculation – Police Services

Prj .No	Increased Service Needs Attributable to Anticipated Development  2021-2030	Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share  78%	Non- Residential Share  22%
1	Camera & Network Upgrades	2021-2030	750,000	-	750,000	686,100		63,900	49,842	14,058
2	Police Station (NPV of future Principal Payments)	2021-2040	8,182,611	2,861,642	5,320,969	4,612,000		708,969	552,996	155,973
2	Police Station (NPV of future Interest Payments)	2021-2040	1,791,413	626,497	1,164,915	1,009,700		155,215	121,068	34,147
	Reserve Fund Adjustment							75,300	58,734	16,566
	<b>Total</b>		<b>10,724,024</b>	<b>3,488,139</b>	<b>7,235,885</b>	<b>6,307,800</b>	<b>-</b>	<b>1,003,384</b>	<b>782,640</b>	<b>220,745</b>



## Infrastructure Costs Covered in the D.C. Calculation – Transit Services

Prj.No	Increased Service Needs Attributable to Anticipated Development  2021-2030	Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New	Total	Residential Share  78%	Non-Residential Share  22%
	<b>New Route - Loyalist</b>									
1	New Transit Buses (4)	2021-2025	1,172,800	-	1,172,800	1,072,833		99,967	77,975	21,993
2	Transit Shelters/Hubs	2021-2030	45,000	-	45,000	41,164		3,836	2,992	844
3	Outside Vehicle Storage with Power	2021-2030	50,000	-	50,000	45,738		4,262	3,324	938
4	Specialized On-Demand Bus	2021-2030	45,000	-	45,000	41,164		3,836	2,992	844
5	Transit Bus Tech Modernization	2021-2030	260,000	-	260,000	237,838	17,133	5,029	3,923	1,106
			-	-	-	-		-	-	-
	<b>Total</b>		<b>1,572,800</b>	<b>-</b>	<b>1,572,800</b>	<b>1,438,737</b>	<b>17,133</b>	<b>116,930</b>	<b>91,205</b>	<b>25,725</b>



## Infrastructure Costs Covered in the D.C. Calculation – Parks and Recreation Services

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
	2021-2030								95%	5%
1	Appledene Park	2021	80,000	-	80,000	-		80,000	76,000	4,000
2	Smits Park	2023	80,000	-	80,000	-		80,000	76,000	4,000
3	Byaswater Park	2023	25,000	-	25,000	-		25,000	23,750	1,250
4	Hillside Meadows Park	2023	80,000	-	80,000	-		80,000	76,000	4,000
5	Staikos Subdivision Park	2024	80,000	-	80,000	-		80,000	76,000	4,000
6	Antonia Heights Park	2022	80,000	-	80,000	-		80,000	76,000	4,000
7	Young's Cove Park	2025	50,000	-	50,000	-		50,000	47,500	2,500
8	New Turf Field	2025-2030	1,800,000	-	1,800,000	1,592,308		207,692	197,308	10,385
9	Frankford Softball Canteen/Washrooms (City Share)	2024	250,000	-	250,000	228,690		21,310	20,244	1,065
10	Centennial Park Message Board Display	2023	150,000	-	150,000	137,214		12,786	12,146	639
11	Centennial Park Multisurface Court	2024	500,000	-	500,000	250,000		250,000	237,500	12,500
12	Centennial Lighting 2nd half of soccer 1&2	2021	175,000	-	175,000	160,083		14,917	14,171	746
13	Centennial Park Special Events Building Storage	2023	100,000	-	100,000	91,476		8,524	8,098	426
14	Two Full sized soccer pitches	2025	400,000	-	400,000	200,000		200,000	190,000	10,000
15	Bain Park Comfort Station	2025-2030	800,000	-	800,000	731,809		68,191	64,781	3,410
16	Truck/Trailer/Mower	2021-2030	170,000	-	170,000	-		170,000	161,500	8,500
	<u>Trails</u>									
17	Centennial Park to Bain Park (Along Water) - Recreational Amenities	2022	129,000	-	129,000	103,200		25,800	24,510	1,290
18	Pine Marsh Lane Connecting Link	2022	10,000	-	10,000	8,000		2,000	1,900	100
19	Rapid Roads Connecting Link - Bata Island	2021	30,000	-	30,000	24,000		6,000	5,700	300
	<b>Studies</b>									
20	Parks, Rec and Trails Master Plan	2021-2022	70,400	-	70,400	-		70,400	66,880	3,520
	Reserve Fund Adjustment							(1,023,584)	(972,405)	(51,179)
	<b>Total</b>		<b>5,059,400</b>	<b>-</b>	<b>5,059,400</b>	<b>3,526,781</b>	<b>-</b>	<b>509,035</b>	<b>483,583</b>	<b>25,452</b>



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

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
	2021-2030								95%	5%
1	Additional Collections Material	2021-2030	303,747	-	303,747	-		303,747	288,559	15,187
2	MakerSpace: equipment and furnishings	2021-2022	40,000	-	40,000	36,590		3,410	3,239	170
3	Self Checkout Stations (3)	2021-2022	30,000	-	30,000	27,443		2,557	2,429	128
4	Remote Hold Locker	2023	40,000	-	40,000	36,590		3,410	3,239	170
	Reserve Fund Adjustmnet							(63,093)	(59,938)	(3,155)
	<b>Total</b>		<b>413,747</b>	<b>-</b>	<b>413,747</b>	<b>100,624</b>	<b>-</b>	<b>250,030</b>	<b>237,528</b>	<b>12,501</b>



### Infrastructure Costs Covered in the D.C. Calculation – Ambulance Services

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2020\$)	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
	2021-2030									78%	22%
1	New Ambulance	2020	232,000	-	164,720	67,280	-		67,280	52,478	14,802
2	Base Expansion	2021	1,000,000	-	710,000	290,000	-		290,000	226,200	63,800
			-	-		-	-		-	-	-
	<b>Total</b>		<b>1,232,000</b>	<b>-</b>	<b>874,720</b>	<b>357,280</b>	<b>-</b>	<b>-</b>	<b>357,280</b>	<b>278,678</b>	<b>78,602</b>



## Infrastructure Costs Covered in the D.C. Calculation – Social Housing Services

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2020\$)	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
	2021-2030									100%	0%
1	32-Unit Complex In Quinte West	2020-2021	7,740,000	-	5,495,400	2,244,600	2,053,274	143,494	47,831	47,831	-
	<b>Total</b>		<b>7,740,000</b>	<b>-</b>	<b>5,495,400</b>	<b>2,244,600</b>	<b>2,053,274</b>	<b>143,494</b>	<b>47,831</b>	<b>47,831</b>	<b>-</b>



## Infrastructure Costs Covered in the D.C. Calculation – Waste Diversion Services

Prj .No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2020\$)	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 100%	Non-Residential Share 0%
	2021-2030										
1	Waste Collection Contract	2021-2030	93,953	-	76,702	17,250	-		17,250	17,250	-
2	Green Bins	2021-2030	143,625	32,562		111,063	-		111,063	111,063	-
			-	-		-	-		-	-	-
	<b>Total</b>		<b>237,578</b>	<b>32,562</b>	<b>76,702</b>	<b>128,313</b>	<b>-</b>	<b>-</b>	<b>128,313</b>	<b>128,313</b>	<b>-</b>



## Infrastructure Costs Covered in the D.C. Calculation – Growth-Related Studies

Prj.No	Increased Service Needs Attributable to Anticipated Development	Service to Which Project Relates	Timing (year)	Gross Capital Cost Estimate (2015\$)	Gross Capital Cost Estimate (2020\$)	Gross Capital Cost Estimate (2020\$)	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 78%	Non- Residential Share 22%
	2021-2030													
1A	Development Charges Study	Roads and Related Services	2025	35,000	40,000	16,080	-		16,080	-		16,080	12,542	3,538
1B	Development Charges Study	Fire Protection Services	2025	35,000	40,000	40	-		40	-		40	31	9
1C	Development Charges Study	Police Services	2025	35,000	40,000	800	-		800	-		800	624	176
1D	Development Charges Study	Transit Services	2025	35,000	40,000	100	-		100	-		100	78	22
1E	Development Charges Study	Parks and Recreation Services	2025	35,000	40,000	1,330	-		1,330	-		1,330	1,037	293
1F	Development Charges Study	Library Services	2025	35,000	40,000	270	-		270	-		270	211	59
1G	Development Charges Study	Ambulance Services	2025	35,000	40,000	310	-		310	-		310	242	68
1H	Development Charges Study	Social Housing	2025	35,000	40,000	40	-		40	-		40	31	9
1I	Development Charges Study	Waste Diversion Services	2025	35,000	40,000	110	-		110	-		110	86	24
1J	Development Charges Study	Wastewater Services	2025	35,000	40,000	17,500	-		17,500	-		17,500	13,650	3,850
1K	Development Charges Study	Water Services	2025	35,000	40,000	3,410	-		3,410	-		3,410	2,660	750
2A	Development Charges Study	Roads and Related Services	2030	35,000	40,000	16,080	-		16,080	-		16,080	12,542	3,538
2B	Development Charges Study	Fire Protection Services	2030	35,000	40,000	40	-		40	-		40	31	9
2C	Development Charges Study	Police Services	2030	35,000	40,000	800	-		800	-		800	624	176
2D	Development Charges Study	Transit Services	2030	35,000	40,000	100	-		100	-		100	78	22
2E	Development Charges Study	Parks and Recreation Services	2030	35,000	40,000	1,330	-		1,330	-		1,330	1,037	293
2F	Development Charges Study	Library Services	2030	35,000	40,000	270	-		270	-		270	211	59
2G	Development Charges Study	Ambulance Services	2030	35,000	40,000	310	-		310	-		310	242	68
2H	Development Charges Study	Social Housing	2030	35,000	40,000	40	-		40	-		40	31	9
2I	Development Charges Study	Waste Diversion Services	2030	35,000	40,000	110	-		110	-		110	86	24
2J	Development Charges Study	Wastewater Services	2030	35,000	40,000	17,500	-		17,500	-		17,500	13,650	3,850
2K	Development Charges Study	Water Services	2030	35,000	40,000	3,410	-		3,410	-		3,410	2,660	750





## Infrastructure Costs Covered in the D.C. Calculation – Growth-Related Studies Cont'd

Prj.No	Increased Service Needs Attributable to Anticipated Development	Service to Which Project Relates	Timing (year)	Gross Capital Cost Estimate (2015\$)	Gross Capital Cost Estimate (2020\$)	Gross Capital Cost Estimate (2020\$)	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  78%	Non- Residential Share  22%
	2021-2030													
3A	Official Plan Review	Roads and Related Services	2025	70,000	82,100	33,000	-	1,650	31,350	16,500		14,850	11,583	3,267
3B	Official Plan Review	Fire Protection Services	2025	70,000	82,100	90	-	5	86	45		41	32	9
3C	Official Plan Review	Police Services	2025	70,000	82,100	1,650	-	83	1,568	825		743	579	163
3D	Official Plan Review	Transit Services	2025	70,000	82,100	210	-	11	200	105		95	74	21
3E	Official Plan Review	Parks and Recreation Services	2025	70,000	82,100	2,720	-	136	2,584	1,360		1,224	955	269
3F	Official Plan Review	Library Services	2025	70,000	82,100	560	-	28	532	280		252	197	55
3G	Official Plan Review	Ambulance Services	2025	70,000	82,100	630	-	32	599	315		284	221	62
3H	Official Plan Review	Social Housing	2025	70,000	82,100	80	-	4	76	40		36	28	8
3I	Official Plan Review	Waste Diversion Services	2025	70,000	82,100	230	-	12	219	115		104	81	23
3J	Official Plan Review	Wastewater Services	2025	70,000	82,100	35,920	-	1,796	34,124	17,960		16,164	12,608	3,556
3K	Official Plan Review	Water Services	2025	70,000	82,100	7,010	-	351	6,660	3,505		3,155	2,461	694
4A	Zoning By-law Review	Roads and Related Services	2025	30,000	35,200	14,150	-	708	13,443	7,075		6,368	4,967	1,401
4B	Zoning By-law Review	Fire Protection Services	2025	30,000	35,200	40	-	2	38	20		18	14	4
4C	Zoning By-law Review	Police Services	2025	30,000	35,200	710	-	36	675	355		320	249	70
4D	Zoning By-law Review	Transit Services	2025	30,000	35,200	90	-	5	86	45		41	32	9
4E	Zoning By-law Review	Parks and Recreation Services	2025	30,000	35,200	1,170	-	59	1,112	585		527	411	116
4F	Zoning By-law Review	Library Services	2025	30,000	35,200	240	-	12	228	120		108	84	24
4G	Zoning By-law Review	Ambulance Services	2025	30,000	35,200	270	-	14	257	135		122	95	27
4H	Zoning By-law Review	Social Housing	2025	30,000	35,200	40	-	2	38	20		18	14	4
4I	Zoning By-law Review	Waste Diversion Services	2025	30,000	35,200	100	-	5	95	50		45	35	10
4J	Zoning By-law Review	Wastewater Services	2025	30,000	35,200	15,400	-	770	14,630	7,700		6,930	5,405	1,525
4K	Zoning By-law Review	Water Services	2025	30,000	35,200	3,000	-	150	2,850	1,500		1,350	1,053	297
	Reserve Fund Adjustment											(31,377)	(24,474)	(6,903)
	<b>Total</b>					<b>197,290</b>	<b>-</b>	<b>5,866</b>	<b>191,425</b>	<b>58,655</b>	<b>-</b>	<b>101,392</b>	<b>79,086</b>	<b>22,306</b>



## 5.2 Service Levels and 20-Year Capital Costs for City-Wide D.C. Calculation

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This section evaluates the development-related capital requirements for all of the City-wide services assessed over a 20-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 Roads & Related Services

The City currently maintains 97 km of light bituminous roads and 506 km of high cost bituminous roads. This historical level of infrastructure investment equates to a \$6,290 per capital level of service. When applied to a 20-year forecast, the resultant maximum D.C.-eligible amount is approximately \$53.3 million.

The City also maintains an inventory of 2,787 streetlights. This infrastructure has a historical average per capita level of service of \$120 and a maximum D.C.-eligible amount of \$1.0 million.

The City utilizes 141,784 sq.ft. of facility space and 141 vehicles and equipment items in the maintenance of its road networks. A historical average level of service of \$816 has been provided which results in a total D.C. eligible amount of \$6.9 million.

The review of the City’s roads and related growth-related needs for the forecast period identified total gross capital costs \$80.3 million. These needs include various road widenings and upgrades, associated public works vehicles, and active transportation needs identified in the City’s Active Transportation Plan and prior D.C. background study. In recognition of the benefit to existing development, a deduction of \$61.5 million has been applied. An additional \$179,000 has been deducted for anticipated grants to be received towards active transportation needs. Furthermore, \$4.4 million has been deducted to reflect the City’s uncommitted roads and related D.C. reserve fund balance, resulting in a net \$14.2 million D.C.-eligible costs that have been included in the D.C. calculation.

The net growth-related costs for roads and related services have been allocated between future residential and non-residential development on the basis of incremental



population to employment growth over the 20-year forecast period (i.e. 78% residential/ 22% non-residential).



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

Prj .No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 78%	Non-Residential Share 22%
	2021-2041									
1	County Rd 40 (401 to Telephone) - 4 lanes and centre turn	2031-2040	1,500,000	-	1,500,000	225,000		1,275,000	994,500	280,500
2	Sidney St - 3 to 4 lanes (North Murray to Hamilton)	2031-2040	2,814,500	-	2,814,500	2,251,600		562,900	439,062	123,838
3	Sidney St - 2 to 4 lanes (Hamilton to Monogram) w/underpass	2031-2040	32,835,800	-	32,835,800	26,268,640		6,567,160	5,122,385	1,444,775
4	2nd Dug Hill Road - Hwy 2 to Church	2023	2,110,900	-	2,110,900	527,725		1,583,175	1,234,877	348,299
5	Signalization & Intersection Upgrades (Dixon and Dundas Corridor)	2021-2030	820,900	-	820,900	615,675		205,225	160,076	45,150
6	DJ McDonald Bridge - Widening 2-4 Lanes	2030-2040	10,000,000	-	10,000,000	7,500,000		2,500,000	1,950,000	550,000
7	Dixon Drive Widening (Sidney to Trent River)	2030-2040	2,000,000	-	2,000,000	1,500,000		500,000	390,000	110,000
8	New Snow Plow	2022	310,000	-	310,000	-		310,000	241,800	68,200
9	New Sidewalk Plow	2031-2041	180,000	-	180,000	-		180,000	140,400	39,600
10	4th Ave & Hwy 2 - add turning lane	2031-2041	500,000	-	500,000	325,000		175,000	136,500	38,500
	<b>Active Transportation</b>									
	<b>Trails</b>									
11	N/S Connecting Link Trenton to Frankford	2027	3,000,000	-	3,000,000	2,400,000		600,000	468,000	132,000
12	Centennial Park to Bain Park (Along Water)	2021	1,871,000	-	1,871,000	1,496,800		374,200	291,876	82,324
13	Phase 1: Trail from Creswell to King Fisher Cove	2021	3,400,000	-	3,400,000	2,720,000		680,000	530,400	149,600
14	Phase 2: Trail from King Fisher Cove to Young's Cove	2022	3,200,000	-	3,200,000	2,560,000		640,000	499,200	140,800
15	Active Transportation Plan Needs	2021-2030	6,298,800	-	6,298,800	5,307,074	179,031	812,695	633,902	178,793
16	Active Transportation Plan Needs	2031-2040	9,063,900	-	9,063,900	7,636,818		1,427,082	1,113,124	313,958
	<b>Studies</b>									
17	Transportation Master Plan	2021-2030	82,100	-	82,100	41,050		41,050	32,019	9,031
18	Transportation Master Plan	2030-2040	82,100	-	82,100	41,050		41,050	32,019	9,031
19	Active Transportation Master Plan	2021-2030	50,000	-	50,000	25,000		25,000	19,500	5,500
20	Active Transportation Master Plan	2030-2040	50,000	-	50,000	25,000		25,000	19,500	5,500
21	East Trenton Corridor Study	2021-2025	100,000	-	100,000	50,000		50,000	39,000	11,000
	Reserve Fund Adjustment							(4,398,823)	(3,431,082)	(967,741)
	<b>Total</b>		<b>80,270,000</b>	<b>-</b>	<b>80,270,000</b>	<b>61,516,432</b>	<b>179,031</b>	<b>14,175,714</b>	<b>11,057,057</b>	<b>3,118,657</b>



## 5.3 Service Levels and 20-Year Capital Costs for Urban D.C. Calculation

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This section evaluates the development-related capital requirements for all of the urban services assessed over a 20-year planning period.

### 5.3.1 Wastewater Services

The needs to provide wastewater services over the forecast period to 2041 have been reviewed based on the City's 2015 D.C. Background Study, capital budgets, and updated information provided by City staff. The gross capital costs of the anticipated needs over the 20-year forecast period total \$84.7 million. Included within these costs are wastewater treatment projects such as a Biosolids Storage Facility, expansion of the Frankford Plant, and phase 2 of the Biological Aerated Filter (BAF) project at the Trenton Plant. The benefit to existing development share of these projects has remained consistent with the 2015 D.C. Background Study. The benefit of the growth-related costs to development over the next 20-years vs. development beyond that time frame has been re-assessed based on the projected wastewater flows. As such, 50% of the growth-related costs have been deferred as a post-period benefit. Wastewater treatment needs also include costs related to the prior expansion of the Trenton Plant that are attributable to growth over the 20-year period. In addition to the above treatment needs, various wastewater collection needs have also been identified. Most notably amongst these projects is the inclusion of the future growth-related debt payments for the completed River Crossing Twin Sanitary Sewer, Dundas St. P.S. Upgrade.

Deductions of \$23.2 million for the benefit to existing development and \$30.7 million for the post period benefit have been recognized. After deducting a further \$10.6 million for anticipated grant funding towards to the BAF Phase 2 project and \$777,300 for the existing D.C. reserve funds collected towards these needs, \$19.4 million has been included in the D.C. calculation.

The net growth-related costs for wastewater services have been allocated between future residential and non-residential development on the basis of incremental population to employment growth within the wastewater serviced area over the 20-year forecast period (i.e. 78% residential/ 22% non-residential).



### **5.3.2 Water Services**

Growth-related needs for the City's water system have been updated based on Environmental Assessments, the City's capital budget and discussions with City staff.

The anticipated capital needs include the Frankford Water Storage Reserve Tank for which 50% of the costs have been deducted to recognize the benefit to existing development and a further 15% of the costs have been deducted for the benefit to development beyond the 20-year planning horizon. Additional water capacity needs within the Frankford area have been addressed through the proposed connection of the Frankford and Trenton water systems. 67% of the costs to connect the systems has been deducted as a benefit to existing development and a further 10% has been deducted as a benefit to development beyond 2041. In addition to the above capacity-related projects, the City is also anticipating undertaking various projects to address the water distribution needs of the City.

These projects have an estimated gross capital cost of \$11.6 million. After deductions for post period benefit (\$1.6 million), benefit to existing development (\$6.1 million) and for the uncommitted D.C. reserve fund balance (\$1.2 million), \$2.8 million has been included in the D.C. calculation.

The net growth-related costs for water services have been allocated between future residential and non-residential development on the basis of incremental population to employment growth over the 20-year forecast period (i.e. 78% residential/ 22% non-residential).



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

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 78%	Non- Residential Share 22%
	<b>2021-2041</b>									
	<b>Treatment</b>									
1	Biosolids Storage (Batawa/Frankford/Trenton)	2030-2040	9,500,000	883,907	8,616,093	7,735,005		881,088	687,249	193,839
2	Frankford Plant Expansion	2030-2040	10,000,000	2,593,670	7,406,330	4,820,930		2,585,400	2,016,612	568,788
3	BAF Phase 2 incl. Engineering	2026-2028	37,500,000	15,962,949	21,537,051	5,625,000	10,608,034	5,304,017	4,137,133	1,166,884
4	Unfunded Post Period Benefit (Trenton WW Plant)	2021-2041	9,451,948	6,976,527	2,475,421	-		2,475,421	1,930,829	544,593
	<b>Collection</b>									
5	River Crossing Twin Sanitary Sewer, Dundas St. P.S. Upgrade (NPV of Future Debt Payments)	2021-2041	15,450,462	4,151,859	11,298,603	4,887,023		6,411,580	5,001,032	1,410,548
6	Wooler Rd Oversizing	2024	1,300,000	-	1,300,000	-		1,300,000	1,014,000	286,000
7	Cty Rd 40 servicing to arterial Rd	2029	800,000	-	800,000	-		800,000	624,000	176,000
8	Trenmur Lake Arterial Road	2029	500,000	-	500,000	100,000		400,000	312,000	88,000
	<b>Oversizing</b>		-	-	-	-		-	-	-
9	Kelmencic Subdivision	2021	150,000	150,000	-	-		-	-	-
	<b>Studies</b>									
10	Water/Wastewater Modelling	2031-2041	87,500	-	87,500	21,875		65,625	51,188	14,438
	Reserve Fund Adjustment							(773,295)	(603,170)	(170,125)
	<b>Total</b>		<b>84,739,910</b>	<b>30,718,911</b>	<b>54,020,998</b>	<b>23,189,833</b>	<b>10,608,034</b>	<b>19,449,837</b>	<b>15,170,872</b>	<b>4,278,964</b>



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

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 78%	Non-Residential Share 22%
	2021-2041									
	<b>Treatment</b>									
1	Frankford Water Storage Reserve Tank	2028	1,600,000	246,524	1,353,476	800,000		553,476	431,712	121,765
	<b>Distribution</b>									
2	Connect Frankford and Trenton Water Systems	2021	5,200,000	534,728	4,665,272	3,464,742		1,200,530	936,414	264,117
3	Hanna Lane Crossing	2029	2,000,000	616,309	1,383,691	1,383,691		-	-	-
4	Hwy 2 - Replace 12" wm with 16" wm	2025	800,000	-	800,000	376,000		424,000	330,720	93,280
5	Wooler Road (Telephone to Trenmur Lake) - Water Share	2029	1,300,000	-	1,300,000	-		1,300,000	1,014,000	286,000
6	Trenmur Lake Arterial Rd	2029	500,000	-	500,000	100,000		400,000	312,000	88,000
	<b>Oversizing</b>									
7	Kelmencic Subdivision	2021	150,000	150,000	-	-		-	-	-
	<b>Studies</b>									
8	Water/Wastewater Modelling	2031-2041	87,500	-	87,500	21,875		65,625	51,188	14,438
	Reserve Fund Adjustment							(1,163,443)	(907,485)	(255,957)
	<b>Total</b>		<b>11,637,500</b>	<b>1,547,561</b>	<b>10,089,939</b>	<b>6,146,308</b>	<b>-</b>	<b>2,780,189</b>	<b>2,168,548</b>	<b>611,642</b>





# Chapter 6

## D.C. Calculation



## 6. D.C. Calculation

Table 6-1 presents the D.C. calculation for water and wastewater services to be imposed on the development in the City over the 20-year) forecast period (i.e. 2021-2041 in the urban serviced areas. Table 6-2 presents the calculation of the D.C.s to be imposed for roads and related services in the City over the 20-year (i.e. 2021-2041) forecast period. Table 6-3 presents the D.C. calculation for all remaining services that will be imposed by the City in over the 2021-2030 forecast period.

The D.C.-eligible costs for each service component were developed in Chapter 5 for all City services and classes, 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 to calculate the charge based upon four forms of housing types (single and semi-detached, apartments 2+ bedrooms, apartments bachelor and 1-bedroom, and other multiples).

The non-residential D.C. for all services has been calculated uniformly on a per square metre (sq.m.) of G.F.A. basis.

Table 6-4 summarizes the calculated schedule of charges, reflecting the maximum D.C.s by residential dwelling type and per sq.m. of non-residential G.F.A. in 2020\$ values. Table 6-5 presents the calculated charges inflated by 2.3% (based on the most recent 12-month change in the index) to 2021\$ values for the purposes of the schedule of charges to be imposed in the new D.C. by-law in 2021.

Table 6-6 compares the City’s existing charges (inflated to 2021\$ values) to the charges proposed herein (Table 6-5), for a single detached residential dwelling unit and per sq.m. of non-residential G.F.A.

The calculated charges per single-detached dwelling unit are \$10,944, which represent a 3.7% increase (+\$395) over the current charges of \$10,549. The calculated charges for non-residential development are \$53.14 per sq.m of G.F.A. representing a 1.8% increase compared to the current charges of \$52.22.



Table 6-1  
Urban Serviced Areas D.C. Calculation  
2021-2041

SERVICE/CLASS	2020\$ D.C.-Eligible Cost		2020\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.m.
1. <u>Wastewater Services</u>	\$ 15,170,872	\$ 4,278,964	\$ 5,230	\$ 26.91
2. <u>Water Services</u>	2,168,548	611,642	748	3.85
<b>TOTAL</b>	<b>17,339,420</b>	<b>4,890,606</b>	<b>5,978</b>	<b>30.76</b>
D.C.-Eligible Capital Cost	\$17,339,420	\$4,890,606		
Buildout Gross Population/GFA Growth (sq.m.)	7,904	158,985		
<b>Cost Per Capita/Non-Residential GFA (sq.m.)</b>	<b>\$2,193.75</b>	<b>\$30.76</b>		
<b>By Residential Unit Type</b>	<b>P.P.U.</b>			
Single and Semi-Detached Dwelling	2.725	\$5,978		
Apartments - 2 Bedrooms +	2.000	\$4,388		
Apartments - Bachelor and 1 Bedroom	1.154	\$2,532		
Other Multiples	1.923	\$4,219		

Table 6-2  
City-Wide D.C. Calculation  
2021-2041

SERVICE/CLASS	2020\$ D.C.-Eligible Cost		2020\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.m.
3. <u>Roads and Related Services</u>	\$ 11,057,057	\$ 3,118,657	\$ 3,319	\$ 16.23
<b>TOTAL</b>	<b>11,057,057</b>	<b>3,118,657</b>	<b>3,319</b>	<b>16.23</b>
D.C.-Eligible Capital Cost	\$11,057,057	\$3,118,657		
20-Year Gross Population/GFA Growth (sq.m.)	9,078	192,207		
<b>Cost Per Capita/Non-Residential GFA (sq.m.)</b>	<b>\$1,218.01</b>	<b>\$16.23</b>		
<b>By Residential Unit Type</b>	<b>P.P.U.</b>			
Single and Semi-Detached Dwelling	2.725	\$3,319		
Apartments - 2 Bedrooms +	2.000	\$2,436		
Apartments - Bachelor and 1 Bedroom	1.154	\$1,406		
Other Multiples	1.923	\$2,342		



Table 6-3  
City-Wide D.C. Calculation  
2021-2030

SERVICE/CLASS	2020\$ D.C.-Eligible Cost		2020\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.m.
4. <u>Fire Protection Services</u>	\$ 285,943	\$ 80,651	\$ 166	\$ 0.86
5. <u>Police Services</u>	782,640	220,745	454	2.35
6. <u>Transit Services</u>	91,205	25,725	53	0.27
7. <u>Parks and Recreation Services</u>	483,583	25,452	281	0.27
8. <u>Library Services</u>	237,528	12,501	138	0.13
9. <u>Ambulance Services</u>	278,678	78,602	162	0.84
10. <u>Social Housing</u>	47,831	-	28	-
11. <u>Waste Diversion Services</u>	128,313	-	74	-
11. <u>Growth Studies</u>				
11.1 Roads and Related Services	31,798	8,969	18.5	0.10
11.2 Fire Protection Services	81	23	-	-
11.3 Police Services	1,585	447	0.9	0.01
11.4 Transit Services	199	56	0.1	0.00
11.5 Parks and Recreation Services	2,629	741	1.5	0.01
11.6 Library Services	536	151	0.3	0.00
11.7 Ambulance Services	610	172	0.4	0.00
11.8 Social Housing	79	22	-	-
11.9 Waste Diversion Services	219	62	0.1	0.00
11.10 Wastewater Services	34,604	9,760	20.1	0.10
11.11 Water Services	6,745	1,902	3.9	0.02
<b>TOTAL</b>	<b>2,414,808</b>	<b>465,981</b>	<b>1,402</b>	<b>4.96</b>
D.C.-Eligible Capital Cost	\$2,414,808	\$465,981		
10-Year Gross Population/GFA Growth (sq.m.)	4,694	94,009		
<b>Cost Per Capita/Non-Residential GFA (sq.m.)</b>	<b>\$514.45</b>	<b>\$4.96</b>		
<b>By Residential Unit Type</b>	<b>P.P.U.</b>			
Single and Semi-Detached Dwelling	2.725	\$1,402		
Apartments - 2 Bedrooms +	2.000	\$1,029		
Apartments - Bachelor and 1 Bedroom	1.154	\$594		
Other Multiples	1.923	\$989		



Table 6-4  
Schedule of Calculated D.C.s (2020\$)

Service/Class	RESIDENTIAL				NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Other Multiples	(per sq.m. of Gross Floor Area)
<b>Municipal Wide Services/Classes:</b>					
Roads and Related Services	3,319	2,436	1,406	2,342	16.23
Fire Protection Services	166	122	70	117	0.86
Police Services	454	333	192	320	2.35
Transit Services	53	39	22	37	0.27
Parks and Recreation Services	281	206	119	198	0.27
Library Services	138	101	58	97	0.13
Ambulance Services	162	119	69	114	0.84
Social Housing	28	21	12	20	0.00
Waste Diversion Services	74	54	31	52	0.00
Growth Studies	46	34	19	32	0.24
<b>Total Municipal Wide Services/Classes</b>	<b>4,721</b>	<b>3,465</b>	<b>1,998</b>	<b>3,329</b>	<b>20.95</b>
<b>Urban Services</b>					
Wastewater Services	5,230	3,839	2,215	3,691	26.91
Water Services	748	549	317	528	3.85
<b>Total Urban Services</b>	<b>5,978</b>	<b>4,388</b>	<b>2,532</b>	<b>4,219</b>	<b>30.76</b>
<b>GRAND TOTAL RURAL AREA</b>	<b>4,721</b>	<b>3,465</b>	<b>1,998</b>	<b>3,329</b>	<b>20.95</b>
<b>GRAND TOTAL WATER ONLY SERVICED AREA</b>	<b>5,469</b>	<b>4,014</b>	<b>2,315</b>	<b>3,857</b>	<b>24.80</b>
<b>GRAND TOTAL URBAN AREA</b>	<b>10,699</b>	<b>7,853</b>	<b>4,530</b>	<b>7,548</b>	<b>51.71</b>

Table 6-5  
Schedule of Calculated D.C.s (2021\$)

Service/Class	RESIDENTIAL				NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Other Multiples	(per sq.m. of Gross Floor Area)
<b>Municipal Wide Services/Classes:</b>					
Roads and Related Services	3,395	2,492	1,438	2,396	16.60
Fire Protection Services	170	125	72	120	0.88
Police Services	464	341	196	327	2.40
Transit Services	54	40	23	38	0.28
Parks and Recreation Services	287	211	122	203	0.28
Library Services	141	103	59	99	0.13
Ambulance Services	166	122	71	117	0.86
Social Housing	29	21	12	20	0.00
Waste Diversion Services	76	55	32	53	0.00
Growth Studies	47	35	19	33	0.24
<b>Total Municipal Wide Services/Classes</b>	<b>4,829</b>	<b>3,545</b>	<b>2,044</b>	<b>3,406</b>	<b>21.67</b>
<b>Urban Services</b>					
Wastewater Services	5,350	3,927	2,266	3,775	27.53
Water Services	765	562	324	540	3.94
<b>Total Urban Services</b>	<b>6,115</b>	<b>4,489</b>	<b>2,590</b>	<b>4,315</b>	<b>31.47</b>
<b>GRAND TOTAL RURAL AREA</b>	<b>4,829</b>	<b>3,545</b>	<b>2,044</b>	<b>3,406</b>	<b>21.67</b>
<b>GRAND TOTAL WATER ONLY SERVICED AREA</b>	<b>5,594</b>	<b>4,107</b>	<b>2,368</b>	<b>3,946</b>	<b>25.61</b>
<b>GRAND TOTAL URBAN AREA</b>	<b>10,944</b>	<b>8,034</b>	<b>4,634</b>	<b>7,721</b>	<b>53.14</b>



Table 6-6  
Comparison of Current and Calculated D.C.s (2021\$)  
Per Residential (Single Detached) Dwelling unit and per sq.m. of non-residential G.F.A.

D.C. Comparison (2021\$)						
Service/Class	Residential (per Single Detached Unit)			Non-Residential (per sq.m.)		
	Current	Calculated	% Increase	Current	Calculated	% Increase
<b>Municipal Wide Services/Classes:</b>						
Roads and Related Services	3,105	3,395	9.3%	17.43	16.60	-4.7%
Fire Protection Services	519	170	-67.2%	2.92	0.88	-69.8%
Police Services	230	464	101.4%	1.30	2.40	84.7%
Transit Services	-	54	n/a	-	0.28	n/a
Parks and Recreation Services	714	287	-59.8%	-	0.28	n/a
Library Services	145	141	-3.0%	-	0.13	n/a
Growth Studies	28	47	65.7%	0.17	0.24	45.1%
Ambulance Services	-	166	n/a	-	0.86	n/a
Social Housing	-	29	n/a	-	-	n/a
Waste Diversion Services	-	76	n/a	-	-	n/a
<b>Total Municipal Wide Services/Classes</b>	<b>4,742</b>	<b>4,829</b>	<b>1.8%</b>	<b>21.81</b>	<b>21.67</b>	<b>-0.6%</b>
<b>Area Specific Services:</b>						
Wastewater Services	4,979	5,350	7.4%	26.07	27.53	5.6%
Water Services	828	765	-7.6%	4.34	3.94	-9.2%
<b>Total Area Specific Services</b>	<b>5,807</b>	<b>6,115</b>	<b>5.3%</b>	<b>30.41</b>	<b>31.47</b>	<b>3.5%</b>
<b>GRAND TOTAL RURAL AREA</b>	<b>4,742</b>	<b>4,829</b>	<b>1.8%</b>	<b>21.81</b>	<b>21.67</b>	<b>-0.6%</b>
<b>GRAND TOTAL WATER ONLY SERVICED AREA</b>	<b>5,570</b>	<b>5,594</b>	<b>0.4%</b>	<b>26.15</b>	<b>25.61</b>	<b>-2.0%</b>
<b>GRAND TOTAL URBAN AREA</b>	<b>10,549</b>	<b>10,944</b>	<b>3.7%</b>	<b>52.22</b>	<b>53.14</b>	<b>1.8%</b>



# Chapter 7

## D.C. Policy Recommendations and D.C. Policy Rules



## 7. D.C. Policy Recommendations and D.C. Policy 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 City’s existing policies; with consideration for the updates from Bill 108 and Bill 197. 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:**

- classes of services be established for growth studies;
- the City uses a uniform City-wide D.C. calculation for all municipal services and classes except water and wastewater;
- water and wastewater services be imposed on the urban service areas of the City; and
- one municipal D.C. by-law be used for all services and classes.

## 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, These are detailed in Chapter 5 herein and summarized below:
  - for parks and recreation and library services, a 5% non-residential attribution has been made to recognize use by the non-residential sector;
  - for fire protection services, police services, transit services, ambulance services, waste diversion services and growth studies, a 78% residential/22% non-residential allocation has been made based on a population vs. employment growth ratio over the 10-year forecast period;
  - for roads and related services, a 78% residential/22% non-residential attribution has been made based on a population vs. employment growth ratio over the 20-year forecast period;
  - for social housing services, 100% residential attribution has been made over the 10-year forecast period; and
  - for water and wastewater services a 78% residential/22% non-residential allocation has been made based on population vs. employment growth over the 20-year urban 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 three 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); and
- 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).
  - The creation of a second dwelling unit in prescribed classes of proposed new residential buildings, including structures ancillary to dwellings, subject to the prescribed restrictions based on prescribed limits set out in s.2 of O.Reg. 82/98.

b) Non-statutory exemptions:

- Industrial development including enlargements to existing buildings.
- Lower Trent Conservation or Quinte Conservation;
- A public hospital under the Public Hospitals Act;
- A place of worship exempt under s.3 of the Assessment Act;



- Partial exemptions equal to the amount of lot levy, impost fee or D.C. collected as a condition for a lot created by consent pursuant to Section 53 of the Planning Act; and
- A grant equal to the calculated charge for residential and non-residential development within the commercial core areas in Trenton and Frankford may be provided subject to the development complying with the guidelines and other requirements included in Community Improvement Plan(s) approved under Section 28 of the Planning Act, R.S.O. c.P. 13, 1990, as amended.

### **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**

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

Commencing January 1, 2020, rental housing and institutional developments will pay D.C.s in six equal annual payments commencing at occupancy. Non-profit housing developments will pay D.C.s in 21 equal annual payments. Moreover, the D.C. amount for all developments occurring within 2 years of a Site Plan or Zoning By-law Amendment planning approval (for applications submitted after January 1, 2020), shall be determined based on the D.C. in effect on the day of the Site Plan or Zoning By-law Amendment application.

Installment payments and payments determined at the time of Site Plan or Zoning By-law Amendment application will be subject to annual interest charges. The applicable interest rate will be equal to the prime lending rate.

For the purposes of administering the By-law, the following definitions are provided as per O. Reg. 454-19:

“Rental housing” means development of a building or structure with four or more dwelling units all of which are intended for use as rented residential premises.

“Institutional development” means development of a building or structure intended for use,



- a. as a long-term care home within the meaning of subsection 2 (1) of the *Long-Term Care Homes Act, 2007*;
- b. as a retirement home within the meaning of subsection 2 (1) of the *Retirement Homes Act, 2010*;
- c. by any of the following post-secondary institutions for the objects of the institution:
  - i. a university in Ontario that receives direct, regular and ongoing operating funding from the Government of Ontario,
  - ii. a college or university federated or affiliated with a university described in subclause (i), or
  - iii. an Indigenous Institute prescribed for the purposes of section 6 of the *Indigenous Institutes Act, 2017*;
- d. as a memorial home, clubhouse or athletic grounds by an Ontario branch of the Royal Canadian Legion; or
- e. as a hospice to provide end of life care.

“Non-profit housing development” means development of a building or structure intended for use as residential premises by,

- a. a corporation without share capital to which the *Corporations Act* applies, that is in good standing under that Act and whose primary object is to provide housing;
- b. a corporation without share capital to which the *Canada Not-for-profit Corporations Act* applies, that is in good standing under that Act and whose primary object is to provide housing; or
- c. a non-profit housing co-operative that is in good standing under the *Co-operative Corporations Act*.

### **7.3.7 Indexing**

All D.C.s will be subject to mandatory indexing annually on December 31<sup>st</sup> and every December 31<sup>st</sup> thereafter 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.

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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



### **7.3.8 D.C. Spatial Applicability**

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 City’s by-law provides for the imposition of water and wastewater D.C.s within the urban areas only. All other City services are recovered based on a uniform, City-wide basis. There have been several reasons why area-rating has not been imposed on these services including:

- All City services, with the exception of water, wastewater, and transit, require that the average 10-year service standard be calculated to establish an upper ceiling on the amount of funds which can be collected from all developing landowners. If a D.C. by-law applied to only a part of the municipality, the level of service cannot exceed that which would be determined if the by-law applied to the whole municipality. As such, when applied to forecast growth within the specific area, it would establish an area specific level of service ceiling which could reduce the total revenue recoverable for the municipality, potentially resulting in D.C. revenue shortfalls and impacts on property taxes and user rates

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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.

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- City-wide D.C.s ensures a consistent approach to financing the entire cost associated with growth-related capital projects. For example, user rates and property taxes are required to finance the share of growth-related capital projects not recoverable by D.C.s and all associated operating costs. Therefore, the use of area specific D.C.s results in a share of growth-related capital costs being recovered from a specific area, with the remaining capital costs of the projects (i.e. non-D.C. recoverable share) and the associated operating costs with those new assets being recovered from uniform user rates and property taxes, applied to the entire City.
- Services are generally available across the City, used often by all residents and are not restricted to one specific geographic area. The use of a City-wide D.C. approach reflects these system-wide benefits of service and more closely aligns with the funding principles of service provision (e.g. uniform City-wide property tax rates, etc.).

For the reasons noted above, it is recommended that Council continue the D.C. approach to calculate the charges on a uniform City-wide basis for all services/classes of services other than water and wastewater.

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

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It is recommended that:

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

It is recommended that the City's D.C. collections be contributed into 12 separate reserve funds including:

- roads and related services;
- fire protection services;
- police services;
- transit services;
- parks and recreation services;
- library services,
- a class for growth studies;
- ambulance services;



- social housing
- waste diversion services,
- wastewater services; and
- water services.

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

The proposed by-laws under D.C.A., 1997 will come into force on January 1, 2021.

#### **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).

### **7.5 Other Recommendations**

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**It is recommended that Council:**

“Classes of services be established for growth-related studies;”

“Approve the capital project listing set out in Chapter 5 of the D.C. Background Study dated October 2, 2020, as amended, subject to further annual review during the capital budget process;”

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

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





# Chapter 8

## Asset Management Plan



## 8. Asset Management Plan

The D.C.A. (new section 10(c.2)) requires that the background study must include an Asset Management Plan (A.M.P) related to new infrastructure. Section 10 (3) of the D.C.A. provides:

**The A.M.P. shall,**

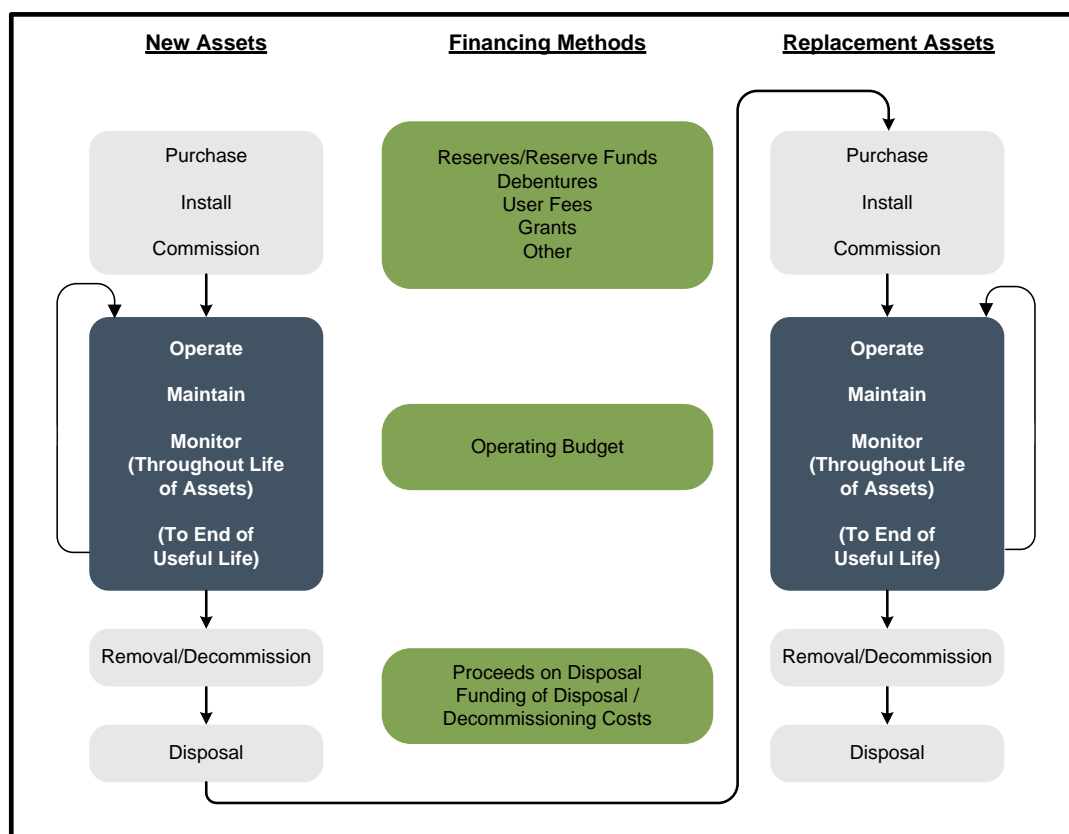
- a) deal with all assets whose capital costs are proposed to be funded under the development charge by-law;**
- b) demonstrate that all the assets mentioned in clause (a) are financially sustainable over their full life cycle;**
- c) contain any other information that is prescribed; and**
- d) be prepared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

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

In 2012, the Province developed Building Together: Guide for Municipal Asset Management Plans which outlines the key elements for an A.M.P., as follows:

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

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



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

**Financing strategy:** having a financial plan is critical for putting an A.M.P. into action. By having a strong financial plan, municipalities can also demonstrate that they have made a concerted effort to integrate the A.M.P. with financial planning and municipal budgeting, and are making full use of all available infrastructure financing tools.

The above provides for the general approach to be considered by Ontario municipalities. At this time, there is not a mandated approach for municipalities hence leaving discretion to individual municipalities as to how they plan for the long-term replacement of their assets. The City completed it's A.M.P. in 2013, however, this A.M.P. did not include all the assets identified in this background study. As a result, the asset management requirement for this D.C. Background Study has been undertaken independently of the 2013 A.M.P.



## 8.1 Non-Transit Services

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In recognition to the above schematic, the following table (presented in 2020\$) has been developed to provide the annualized expenditures and revenues associated with new growth. Note that the D.C.A. does not require an analysis of the non-D.C. capital needs or their associated operating costs so these are omitted from the table below. Furthermore, as only the present infrastructure gap has been considered at this time within the A.M.P., the following does not represent a fiscal impact assessment (including future tax/rate increases) but provides insight into the potential affordability of the new assets:

1. The non-D.C. recoverable portion of the projects which will require financing from City 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 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 \$14.4 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 \$14.5 million. This amount, totalled with the existing operating revenues of \$98.3 million, provides annual revenues of \$112.8 million by the end of the period.
6. In consideration of the above, the capital plan is deemed to be financially sustainable.



Table 8-1  
Asset Management – Future Expenditures and Associated Revenues (2020\$)

	2041 (Total)
<b>Expenditures (Annualized)</b>	
Annual Debt Payment on Non-Growth Related Capital <sup>1</sup>	7,286,470
Annual Debt Payment on Post Period Capital <sup>2</sup>	1,535,699
<b>Lifecycle:</b>	
Annual Lifecycle - City-Wide Services	1,704,749
<b>Sub-Total - Annual Lifecycle</b>	<b>1,704,749</b>
<b>Incremental Operating Costs (for D.C. Services)</b>	<b>5,396,062</b>
<b>Total Expenditures</b>	<b>14,387,281</b>
<b>Revenue (Annualized)</b>	
Total Existing Revenue <sup>3</sup>	98,307,666
Incremental Tax and Non-Tax Revenue (User Fees, Fines, Licences, etc.)	14,519,401
<b>Total Revenues</b>	<b>112,827,067</b>
<b>Net</b>	<b>\$98,439,786</b>

<sup>1</sup> Non-Growth Related component of Projects

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

<sup>3</sup> As per Sch. 10 of FIR

## 8.2 Transit Services

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

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

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



**Table 8-2**  
**Transit Services D.C. Background Study A.M.P. Requirements**

<b>Ontario Regulation 82/98, as amended subsection 8(3) Requirements</b>	
1. A section that sets out the state of local infrastructure and that sets out,	<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>
2. A section that sets out the proposed level of service and that,	<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>
3. An asset management strategy that,	<ul style="list-style-type: none"> <li>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,</li> <li>ii. is based on an assessment of potential options to achieve the proposed level of service, which assessment compares, <ul style="list-style-type: none"> <li>A. life cycle costs,</li> <li>B. all other relevant direct and indirect costs and benefits, and</li> <li>C. the risks associated with the potential options,</li> </ul> </li> <li>iii. contains a summary of, in relation to achieving the proposed level of service, (not defined clearly) <ul style="list-style-type: none"> <li>A. non-infrastructure solutions,</li> <li>B. maintenance activities,</li> <li>C. renewal and rehabilitation activities,</li> <li>D. replacement activities,</li> <li>E. disposal activities, and</li> <li>F. expansion activities,</li> </ul> </li> <li>iv. discusses the procurement measures that are intended to achieve the proposed level of service, and</li> <li>v. includes an overview of the risks associated with the strategy and any actions that will be taken in response to those risks.</li> </ul>
4. A financial strategy that,	<ul style="list-style-type: none"> <li>i. shows the yearly expenditure forecasts that are proposed to achieve the proposed level of service, categorized by, <ul style="list-style-type: none"> <li>A. non-infrastructure solutions,</li> <li>B. maintenance activities,</li> <li>C. renewal and rehabilitation activities,</li> <li>D. replacement activities,</li> <li>E. disposal activities, and</li> <li>F. expansion activities,</li> </ul> </li> <li>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,</li> <li>iii. gives a breakdown of yearly revenues by source,</li> <li>iv. discusses key assumptions and alternative scenarios where appropriate, (see associated text) and</li> <li>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.</li> </ul>

### **8.2.1 State of Local Infrastructure**

To present an overall state of the infrastructure for transit assets, asset inventory, asset valuation, and age have been summarized from information provided by City staff.



The transit assets included in this A.M.P. are the 22 Transit Services fleet vehicles. Provided in Table 8-3 is a high-level summary of the transit assets, useful life estimates, age, and 2020\$ replacement costs. In total, transit assets within the City have a replacement value of \$2.9 million.

Table 8-3  
Asset Inventory and Valuation

Description	Number of Vehicles	Useful Life	Age	Total Replacement Costs
Transit Fleet	22	7	4.5	2,900,000

Asset age and useful life has been compiled from data received from the City. In aggregate, transit fleet has a weighted average useful life of 7 years and are 4.5 years old. Summarized in Table 8-4 is the distribution of total asset replacement value by the percentage of estimated useful life consumed. Based on the distribution of replacement value, 64% of the transit assets have consumed greater than 50% of their useful lives while the remaining 36% have consumed less than 50% of their respective useful lives. This distribution is reflective of the City's current fleet replacement practices.

Table 8-4  
Distribution of Asset Value by Percentage of Useful Life Consumed

Description	Percentage of Useful Life Consumed			
	0-25%	25%-50%	50%-75%	75%-100%
Total Asset Replacement Value	715,000	384,000	603,000	1,152,000
% of Asset Replacement Value	23%	14%	23%	41%

The City maintains a regular replacement schedule of transit vehicles as required on a condition basis or to meet with changes in regulations.

### 8.2.2 Expected Levels of Service

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

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



1. Legislative requirements;
2. Strategic planning goals and objectives;
3. Resident expectations;
4. Council or City staff expectations; and
5. Financial or resource constraints.

The previous task of determining the state of the City's asset infrastructure establishes the asset inventory and condition, to guide the refinement and upkeep of asset infrastructure. It is important to document an expected L.O.S. that is realistic to the City. It is common to strive for the highest L.O.S., however these service levels usually come at a cost. It is also helpful to consider the risk associated with a certain L.O.S. Therefore, expected L.O.S. should be determined in a way that balances both level of investment and associated risk to the City.

The City's capital budget forecast and Transit Service expansion plans measure the planned level of service in terms of increased ridership, replacement of buses and operational improvements (i.e. service expansion).

The City is planning on the development of a new Loyalist transit route that is anticipated to increase annual ridership by 13,600 trips within 5-years.

### **8.2.3 Asset Management Strategy**

The asset management strategy provides the recommended course of actions required to deliver the expected L.O.S. discussed in the previous section in a sustainable fashion. The course of actions, when combined together, form a long-term operating and capital forecast that includes:

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





The planned level of service primarily includes infrastructure related solutions such as expanding the provision of services to include a new route requiring the purchase of four additional buses and the creation of new transit shelters/hubs. Furthermore, the City will also require an additional specialized on demand transit bus, technology improvements, and the creation of additional outdoor vehicle storage to accommodate the increase in fleet. This planned level of service will result in both operating and capital budget impacts over the forecast period. This has to be taken into consideration with the objective of increasing ridership while mitigating risk.

Table 8-5 presents the annual lifecycle costs for the transit service assets based on the recommended actions described above. A fundamental approach to calculating the cost of using a capital asset and for the provision of the revenue required when the time comes to retire and replace it is the “sinking fund method”. This method first estimates the future value of the asset at the time of replacement, by inflating the current value of the asset at an assumed annual capital inflation rate. A calculation is then performed to determine annual contributions which, when invested in a reserve fund, will grow with interest to a balance equal to the future replacement cost. The contributions are calculated such that they also increase annually with inflation.

Table 8-5  
Annual Lifecycle Cost

Description	Annual Lifecycle Cost
New Transit Buses (4)	174,177
Transit Shelters/Hubs	1,365
Outside Vehicle Storage with Power	7,426
Specialized On-Demand Bus	1,365
<b>Total</b>	<b>184,334</b>

### **8.2.4 Financing Strategy**

The financing strategy outlines the suggested financial approach to fund the recommended asset management strategy outlined in Section 8.3.3. This forecast expands on the City’s 2020 operating and capital budgets. The financial forecast within this section of the asset management plan includes:

1. Annual expenditure forecasts broken down by:



- Maintenance/non-infrastructure solutions;
  - Renewal/rehabilitation activities;
  - Replacement/disposal activities; and
  - Expansion activities.
2. A breakdown of annual funding/revenue by source.

A summary of the replacement/disposal and expansionary capital needs over the 10-year forecast period are presented in Table 8-6.

Table 8-6  
Replacement/Disposal and Expansionary Capital

Description	Total
<b>Replacement / Disposal</b>	
<u>Fleet</u>	
New Transit Buses	2,035,000
Mobility Buses	750,000
Yearly Allotment for Shelters	
<b>Expansion Activities</b>	
<u>Fleet</u>	
New Transit Buses (4)	1,172,800
Specialized On-Demand Bus	45,000
Transit Shelters/Hubs	45,000
Outside Vehicle Storage with Power	50,000
Transit Bus Tech Modernization	260,000
<b>Total</b>	<b>4,357,800</b>

The financing strategy forecast, presented in Table 8-7, assumes that all non-D.C.-eligible costs, not proposed to be funded (i.e. replacement capital and non-growth capital) will be debt funded. Furthermore, operating costs have been forecast to increase by 10% over the forecast period based on the anticipated increase in ridership.

Transit passenger revenues have been forecast such that the relationship of fare revenue to ridership is maintained. No changes to miscellaneous revenue sources have been assumed beyond those identified in the 2020 budget.

Tax based support to fund operating and capital costs not funded from other sources (e.g. D.C.s and grants) is forecast to increase from \$833,000 to \$1.2 million over the forecast period.



Table 8-7  
Financing Strategy

Expenditure Forecast										
Description	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
<b>Maintenance / Non-Infrastructure Solutions</b>										
Base Operating Costs <sup>1</sup>	1,783,685	1,783,685	1,783,685	1,783,685	1,783,685	1,783,685	1,783,685	1,783,685	1,783,685	1,783,685
Incremental Operating Costs <sup>2</sup>	19,368	38,736	58,104	77,472	96,840	116,209	135,577	154,945	174,313	193,681
<b>Replacement / Disposal</b>										
<b>Debt Funded</b>										
<b>Fleet</b>										
New Transit Buses		13,000	26,000	39,000	52,000	78,000	91,000	104,000	117,000	130,000
Mobility Buses		5,000	10,000	15,000	20,000	25,000	30,000	35,000	40,000	45,000
Yearly Allotment for Shelters		1,000	2,000	4,000	6,000	14,000	16,000	18,000	20,000	22,000
<b>Expansion Activities<sup>3</sup></b>										
<b>D.C. Funded</b>										
<b>Fleet</b>										
New Transit Buses (4)	24,992	-	24,992	24,992	24,992	-	-	-	-	-
Specialized On-Demand Bus	-	-	-	-	-	3,836	-	-	-	-
Transit Shelters/Hubs	959	-	959	959	959	-	-	-	-	-
Outside Vehicle Storage with Power	4,262	-	-	-	-	-	-	-	-	-
Transit Bus Tech Modernization	2,216	2,216	2,216	2,216	2,216	2,216	2,216	2,216	2,216	2,216
<b>Debt Funded</b>										
<b>Fleet</b>										
New Transit Buses (4)		19,000	19,000	38,000	57,000	76,000	76,000	76,000	76,000	76,000
Specialized On-Demand Bus		-	-	-	-	-	3,000	3,000	3,000	3,000
Transit Shelters/Hubs		1,000	1,000	2,000	3,000	4,000	4,000	4,000	4,000	4,000
Outside Vehicle Storage with Power		3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000
Transit Bus Tech Modernization		2,000	4,000	6,000	8,000	10,000	12,000	14,000	16,000	18,000
<b>Total</b>	<b>1,835,482</b>	<b>1,843,637</b>	<b>1,907,956</b>	<b>1,947,324</b>	<b>1,986,692</b>	<b>2,022,945</b>	<b>2,058,478</b>	<b>2,097,846</b>	<b>2,137,214</b>	<b>2,176,582</b>

1. 2020 Operating Budget
2. Forecast based on ridership increase.
3. Estimated Timing of Expansion Activities

Revenue Forecast										
Description	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
<b>Operating</b>										
Fares	259,560	259,560	259,560	259,560	259,560	259,560	259,560	259,560	259,560	259,560
Incremental Fare Revenue <sup>2</sup>	2,818	5,637	10,043	14,450	18,856	23,262	27,669	32,075	36,482	40,888
Other (Gas Tax, Interest, Miscellaneous, PT Adv, Hastings County)	625,305	625,305	625,305	625,305	625,305	625,305	625,305	625,305	625,305	625,305
<b>Capital</b>										
D.C. Revenue	32,429	2,216	28,167	28,167	28,167	6,052	2,216	2,216	2,216	2,216
Grants	82,000	-	-	-	427,000	-	-	-	-	-
<b>Municipal Contribution</b>	833,370	950,919	984,881	1,019,843	627,804	1,108,766	1,143,728	1,178,689	1,213,651	1,248,613
<b>Total</b>	<b>1,835,482</b>	<b>1,843,637</b>	<b>1,907,956</b>	<b>1,947,324</b>	<b>1,986,692</b>	<b>2,022,945</b>	<b>2,058,478</b>	<b>2,097,846</b>	<b>2,137,214</b>	<b>2,176,582</b>

1. 2020 Operating Budget
2. Forecast based on ridership increase.



# Chapter 9

## By-Law Implementation



## 9. By-law Implementation

### 9.1 Public Consultation Process

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#### **9.1.1 Introduction**

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

#### **9.1.2 Public Meeting of Council**

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

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

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

#### **9.1.3 Other Consultation Activity**

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



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

## **9.2 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 City capital funding sources need to be obtained in order to help ensure that the necessary infrastructure and amenities are installed. The timely installation of such works is a key initiative in providing adequate service levels and in facilitating strong economic growth, investment and wealth generation.



## 9.3 Implementation Requirements

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### 9.3.1 Introduction

Once the City 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.

### 9.3.2 Notice of Passage

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

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

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

### 9.3.3 By-law Pamphlet

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

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



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

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

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

### **9.3.4 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 City 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 City 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.

### **9.3.5 Complaints**

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

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

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





### **9.3.6 Credits**

Sections 38 to 41 of the D.C.A. set out a number of credit requirements, which apply where a City 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 City agrees to expand the credit to other services for which a D.C. is payable.

### **9.3.7 Front-Ending Agreements**

The City 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 City 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 City assesses whether this mechanism is appropriate for its use, as part of funding projects prior to City funds being available.

### **9.3.8 Severance and Subdivision Agreement Conditions**

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

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

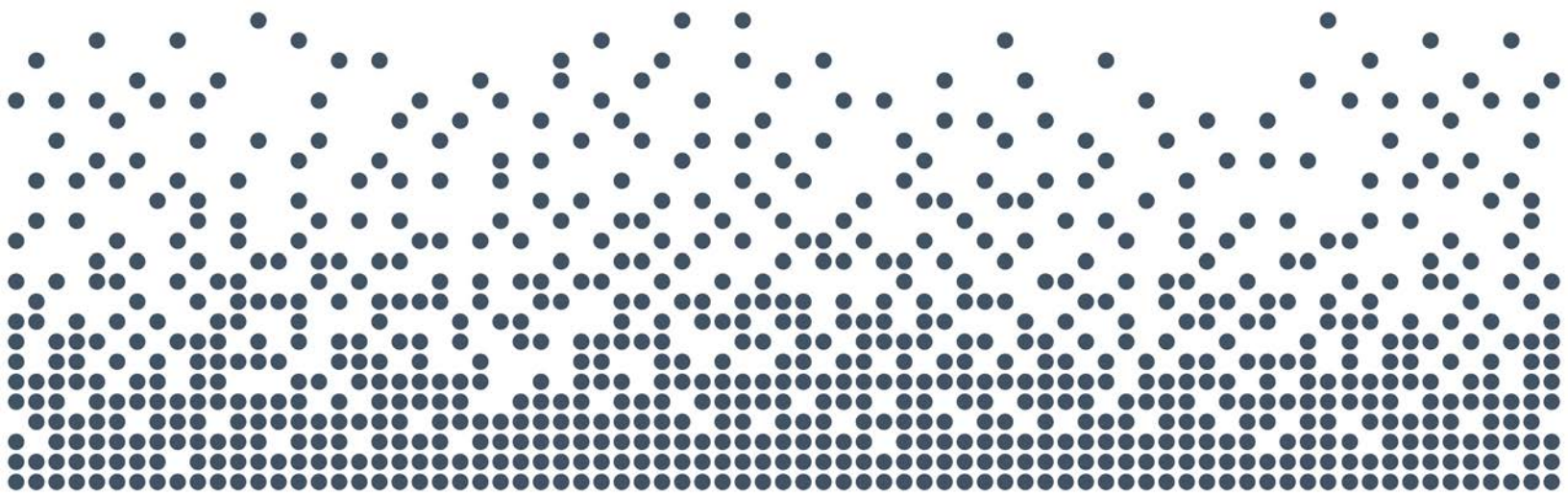


It is also noted that s.s.59(4) of the D.C.A. requires that the municipal approval authority for a draft plan of subdivision under s.s.51(31) of the Planning Act, use its power to impose conditions to ensure that the first purchaser of newly subdivided land is informed of all the D.C.s related to the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

In this regard, if the City 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 City D.C.s related to the site.

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

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



# Appendices



# Appendix A

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



# Schedule 1 City of Quinte West 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	43,850	42,697	432	42,265	13,280	545	2,460	430	16,715	393	2.554
	Mid 2011	44,250	43,086	536	42,550	13,854	586	2,474	468	17,382	487	2.479
	Mid 2016	44,750	43,577	712	42,865	14,330	665	2,425	415	17,835	647	2.443
Forecast	Early 2021	47,540	46,292	762	45,530	15,332	827	2,528	415	19,101	693	2.424
	Early 2031	51,940	50,582	827	49,755	16,754	1,005	2,815	415	20,989	752	2.410
	Mid 2041	56,380	54,900	897	54,003	18,025	1,081	3,280	415	22,801	815	2.408
	Mid 2046	57,438	55,933	914	55,019	18,421	1,094	3,311	415	23,241	831	2.407
Incremental	Mid 2006 - Mid 2011	400	389	104	285	574	41	14	38	667	94	
	Mid 2011 - Mid 2016	500	491	176	315	476	79	-49	-53	453	160	
	Mid 2016 - Early 2021	2,790	2,715	50	2,665	1,002	162	103	0	1,266	46	
	Early 2021 - Early 2031	4,400	4,290	65	4,225	1,422	179	287	0	1,888	59	
	Early 2021 - Mid 2041	8,840	8,608	135	8,473	2,693	255	753	0	3,700	122	
	Early 2021 - Mid 2046	9,898	9,641	152	9,489	3,089	268	783	0	4,140	138	

Source: Derived from the City of Quinte West Official Plan and City of Quinte West Growth Projections Memo, January 12, 2018, Hemson Consulting Ltd., to 2041. 2046 based on total current development potential from City of Quinte West urban development potential data and provision for rural development, by Watson & Associates Economists Ltd., 2020.

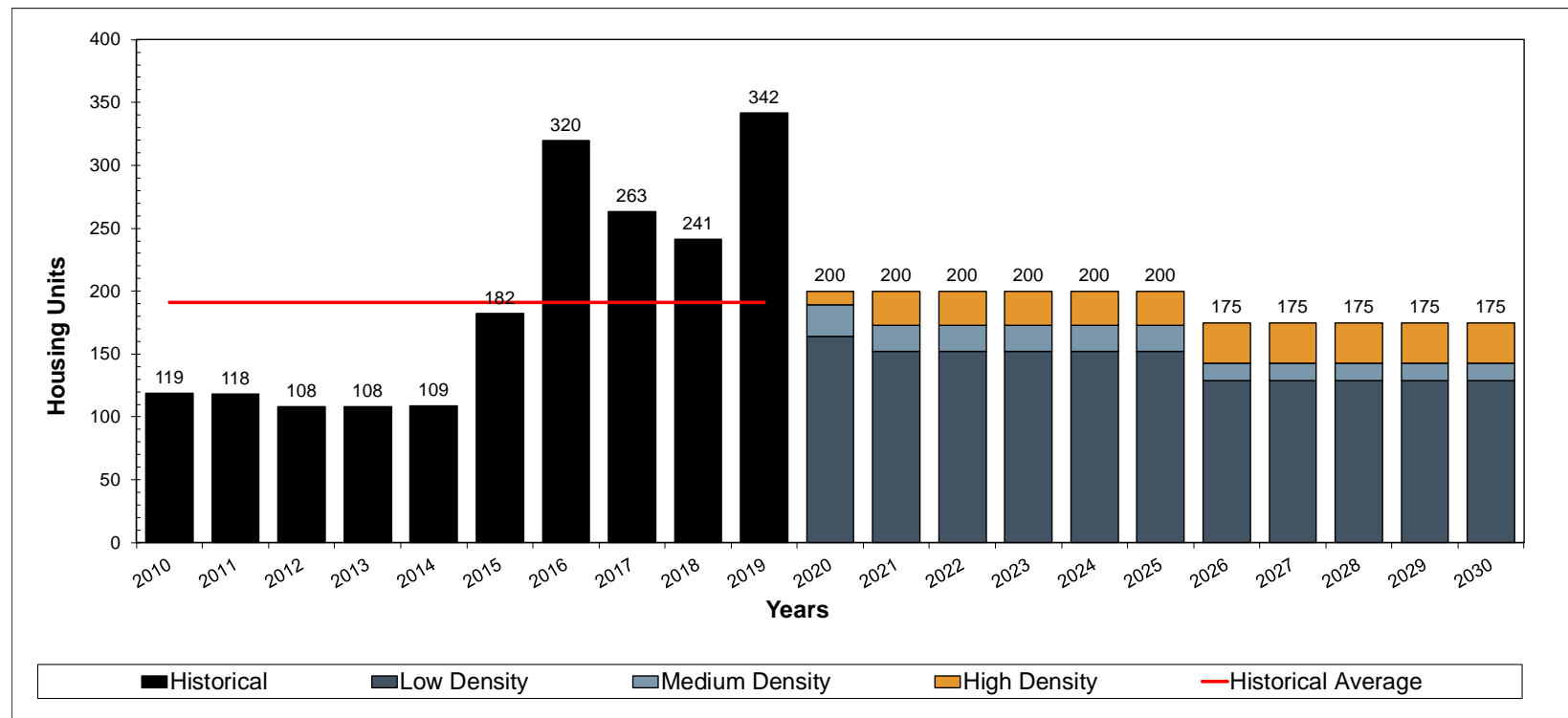
<sup>1</sup> Census undercount estimated at approximately 2.7%. Note: Population including the undercount has been rounded.

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

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



Figure A-1  
City of Quinte West  
Annual Housing Forecast



Source: Historical housing activity derived from City of Quinte West building permit data, 2010-2019.

<sup>1</sup> Growth forecast represents calendar year.



**Schedule 2**  
**City of Quinte West**  
**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
Urban	2021 - 2031	1,212	179	287	1,678	4,122	(328)	3,794	65	3,859
	2021 - 2041	2,262	255	753	3,269	7,904	(424)	7,480	135	7,615
	2021 - 2046	2,553	268	783	3,604	8,773	(521)	8,252	152	8,404
Trenton Service Area	2021 - 2031	494	133	287	914	2,078	(189)	1,889	32	1,921
	2021 - 2041	1,105	189	753	2,047	4,626	(243)	4,383	79	4,462
	2021 - 2046	1,254	198	783	2,235	5,100	(299)	4,801	88	4,889
Remaining Urban Area	2021 - 2031	718	46	0	764	2,045	(140)	1,905	33	1,938
	2021 - 2041	1,157	65	0	1,222	3,277	(180)	3,097	56	3,153
	2021 - 2046	1,299	69	0	1,369	3,673	(222)	3,452	63	3,515
Rural	2021 - 2031	210	0	0	210	572	(141)	431	0	431
	2021 - 2041	431	0	0	431	1,174	(182)	993	0	993
	2021 - 2046	536	0	0	536	1,460	(223)	1,237	0	1,237
City of Quinte West	2021 - 2031	1,422	179	287	1,888	4,694	(469)	4,225	65	4,290
	2021 - 2041	2,693	255	753	3,700	9,078	(605)	8,473	135	8,608
	2021 - 2046	3,089	268	783	4,140	10,233	(744)	9,489	152	9,641

Source: Watson & Associates Economists Ltd., 2020.

<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 to totals due to rounding.



Schedule 3  
City of Quinte West  
Current Year Growth Forecast  
Mid 2016 to Early 2021

		Population
Mid 2016 Population		43,577
Occupants of New Housing Units, Mid 2016 to Early 2021	<i>Units (2)</i>	1,266
	<i>multiplied by P.P.U. (3)</i>	2,634
	<i>gross population increase</i>	3,335
Occupants of New Equivalent Institutional Units, Mid 2016 to Early 2021	<i>Units</i>	46
	<i>multiplied by P.P.U. (3)</i>	1,100
	<i>gross population increase</i>	50
Decline in Housing Unit Occupancy, Mid 2016 to Early 2021	<i>Units (4)</i>	17,835
	<i>multiplied by P.P.U. decline rate (5)</i>	-0.038
	<i>total decline in population</i>	-670
Population Estimate to Early 2021		46,292
Net Population Increase, Mid 2016 to Early 2021		2,715

(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 <sup>1</sup> (P.P.U.)	% Distribution of Estimated Units <sup>2</sup>	Weighted Persons Per Unit Average
<i>Singles &amp; Semi Detached</i>	2.888	79%	2.286
<i>Multiples (6)</i>	1.643	13%	0.210
<i>Apartments (7)</i>	1.714	8%	0.139
<b>Total</b>		100%	2.634

<sup>1</sup> 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.

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





# Schedule 4a City of Quinte West Ten Year Growth Forecast Early 2021 to Early 2031

			Population
Early 2021 Population			46,292
Occupants of New Housing Units, Early 2021 to Early 2031	Units (2)	1,888	
	multiplied by P.P.U. (3)	2.487	
	gross population increase	4,694	4,694
Occupants of New Equivalent Institutional Units, Early 2021 to Early 2031	Units	59	
	multiplied by P.P.U. (3)	1.100	
	gross population increase	65	65
Decline in Housing Unit Occupancy, Early 2021 to Early 2031	Units (4)	19,101	
	multiplied by P.P.U. decline rate (5)	-0.025	
	total decline in population	-469	-469
Population Estimate to Early 2031			50,582
Net Population Increase, Early 2021 to Early 2031			4,290

(1) Early 2021 Population based on:

2016 Population (43,577) + Mid 2016 to Early 2021 estimated housing units to beginning of forecast period  $(1,266 \times 2.634 = 3,335) + (46 \times 1.1 = 50) + (17,835 \times -0.038 = -670) = 46,292$

(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>	2.725	75%	2.052
<i>Multiples (6)</i>	1.923	9%	0.182
<i>Apartments (7)</i>	1.663	15%	0.253
<i>one bedroom or less</i>	1.154		
<i>two bedrooms or more</i>	2.000		
Total		100%	2.487

<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) Early 2021 households based upon 2016 Census (17,835 units) + Mid 2016 to Early 2021 unit estimate (1,266 units) = 19,101 units.

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

(6) Includes townhouses and apartments in duplexes.

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

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



**Schedule 4b  
City of Quinte West  
2041 Growth Forecast  
Early 2021 to Mid 2041**

		Population
Early 2021 Population		46,292
Occupants of New Housing Units, Early 2021 to Mid 2041	Units (2)	3,700
	multiplied by P.P.U. (3)	2.453
	gross population increase	9,078
Occupants of New Equivalent Institutional Units, Early 2021 to Mid 2041	Units	122
	multiplied by P.P.U. (3)	1.100
	gross population increase	135
Decline in Housing Unit Occupancy, Early 2021 to Mid 2041	Units (4)	19,101
	multiplied by P.P.U. decline rate (5)	-0.032
	total decline in population	-605
Population Estimate to Mid 2041		54,900
Net Population Increase, Early 2021 to Mid 2041		8,608

(1) Early 2021 Population based on:

2016 Population (43,577) + Mid 2016 to Early 2021 estimated housing units to beginning of forecast period  $(1,266 \times 2.634 = 3,335) + (46 \times 1.1 = 50) + (17,835 \times -0.038 = -670) = 46,292$

(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>	2.725	73%	1.983
<i>Multiples (6)</i>	1.923	7%	0.132
<i>Apartments (7)</i>	1.663	20%	0.338
<i>one bedroom or less</i> 1.154			
<i>two bedrooms or more</i> 2.000			
Total		100%	2.453

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

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

(4) Early 2021 households based upon 2016 Census (17,835 units) + Mid 2016 to Early 2021 unit estimate (1,266 units) = 19,101 units.

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

(6) Includes townhouses and apartments in duplexes.

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

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



# Schedule 5 City of Quinte West 2046 Growth Forecast Early 2021 to Mid-2046

		Population
Early 2021 Population		46,292
Occupants of New Housing Units, Early 2021 to Mid 2046	Units (2)	4,140
	multiplied by P.P.U. (3)	2,472
	gross population increase	10,233
Occupants of New Equivalent Institutional Units, Early 2021 to Mid 2046	Units	138
	multiplied by P.P.U. (3)	1,100
	gross population increase	152
Decline in Housing Unit Occupancy, Early 2021 to Mid 2046	Units (4)	19,101
	multiplied by P.P.U. decline rate (5)	-0.039
	total decline in population	-744
Population Estimate to Early 2046		55,933
Net Population Increase, Early 2021 to Mid 2046		9,641

(1) Early 2021 Population based on:

2016 Population (43,577) + Mid 2016 to Early 2021 estimated housing units to beginning of forecast period  $(1,266 \times 3,335) + (17,835 \times 0.0348 - 620) = 46,292$

(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>	2.725	75%	2.033
<i>Multiples (6)</i>	1.923	6%	0.124
<i>Apartments (7)</i>	1.663	19%	0.315
<i>one bedroom or less</i>	1.154		
<i>two bedrooms or more</i>	2.000		
Total		100%	2.472

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

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

(4) Early 2021 households based upon 17,835 (2016 Census) + 1,266 (Mid 2016 to Early 2021 unit estimate) = 19,101

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

(6) Includes townhouses and apartments in duplexes.

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

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



Schedule 6a  
City of Quinte West  
Summary of Housing Units in the Development Approvals Process,  
Vacant Land Supply and Intensification Housing Potential  
Total Urban Area

Stage of Development	Density Type			
	Singles & Semi-Detached	Multiples <sup>1</sup>	Apartments <sup>2</sup>	Total
Registered Not Built	434	28	186	<b>648</b>
% Breakdown	67%	4%	29%	100%
Draft Plans Approved	806	190	285	<b>1,281</b>
% Breakdown	63%	15%	22%	100%
Application Under Review	341	0	0	<b>341</b>
% Breakdown	100%	0%	0%	100%
Vacant lands designated for Residential <sup>3</sup>	1,102	0	0	<b>1,102</b>
% Breakdown	100%	0%	0%	100%
Additional Intensification	13	75	324	<b>412</b>
% Breakdown	3%	18%	79%	100%
<b>Total</b>	<b>2,696</b>	<b>293</b>	<b>795</b>	<b>3,784</b>
% Breakdown	71%	8%	21%	100%

Source: Derived from City of Quinte West Planning & Development Services Department data as of April 2020, by Watson & Associates Economists Ltd., 2020.

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

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

<sup>3</sup> Potential Units on vacant land based on approximately 5 units per acre + District 1 Policy (250 units).



Schedule 6b  
City of Quinte West  
Summary of Housing Units in the Development Approvals Process,  
Vacant Land Supply and Intensification Housing Potential  
Trenton Service Area

Stage of Development	Density Type			
	Singles & Semi-Detached	Multiples <sup>1</sup>	Apartments <sup>2</sup>	Total
Registered Not Built	360	24	186	<b>570</b>
% Breakdown	63%	4%	33%	100%
Draft Plans Approved	239	138	285	<b>662</b>
% Breakdown	36%	21%	43%	100%
Application Under Review	45	0	0	<b>45</b>
% Breakdown	100%	0%	0%	100%
Vacant lands designated for Residential <sup>3</sup>	667	0	0	<b>667</b>
% Breakdown	100%	0%	0%	100%
Additional Intensification	13	55	324	<b>392</b>
% Breakdown	3%	14%	83%	100%
<b>Total</b>	<b>1,324</b>	<b>217</b>	<b>795</b>	<b>2,336</b>
% Breakdown	57%	9%	34%	100%

Source: Derived from City of Quinte West Planning & Development Services Department data as of April 2020, by Watson & Associates Economists Ltd., 2020.

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

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

<sup>3</sup> Potential Units on vacant land based on approximately 5 units per acre + District 1 Policy (250 units).



Schedule 7  
City of Quinte West  
Historical Residential Building Permits  
Years 2010 to 2019

Year	Residential Building Permits			
	Singles & Semi Detached	Multiples <sup>1</sup>	Apartments <sup>2</sup>	Total
2010	118	0	1	119
2011	117	0	1	118
2012	107	0	1	108
2013	104	0	4	108
2014	91	18	0	109
Sub-total	537	18	7	562
<b>Average (2010 - 2014)</b>	<b>107</b>	<b>4</b>	<b>1</b>	<b>112</b>
% Breakdown	95.6%	3.2%	1.2%	100.0%
2015	135	46	1	182
2016	196	70	54	320
2017	240	18	5	263
2018	197	37	7	241
2019	287	24	31	342
Sub-total	1,055	195	98	1,348
<b>Average (2015 - 2019)</b>	<b>211</b>	<b>39</b>	<b>20</b>	<b>270</b>
% Breakdown	78.3%	14.5%	7.3%	100.0%
2010 - 2019				
Total	1,592	213	105	1,910
<b>Average</b>	<b>159</b>	<b>21</b>	<b>11</b>	<b>191</b>
% Breakdown	83.4%	11.2%	5.5%	100.0%

Source: Historical housing activity derived from City of Quinte West building permit data, 2010-2019.

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

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



Schedule 8a  
City of Quinte West  
Person Per Unit by Age and Type of Dwelling  
(2016 Census)

Age of Dwelling	Singles and Semi-Detached						25 Year Average	25 Year Average Adjusted <sup>1</sup>
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total		
1-5	-	-	2.000	2.854	4.733	<b>2.888</b>		
6-10	-	-	-	2.933	3.133	<b>2.912</b>		
11-15	-	-	2.000	2.655	3.571	<b>2.671</b>		
16-20	-	-	-	2.750	3.714	<b>2.746</b>		
20-25	-	-	1.455	2.772	3.733	<b>2.779</b>	2.799	2.725
25-35	-	-	1.818	2.668	3.382	<b>2.655</b>		
35+	-	1.500	1.864	2.569	3.451	<b>2.440</b>		
<b>Total</b>	<b>0.700</b>	<b>1.484</b>	<b>1.870</b>	<b>2.637</b>	<b>3.532</b>	<b>2.552</b>		

Age of Dwelling	All Density Types					
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total
1-5	-	-	1.750	2.791	4.667	<b>2.742</b>
6-10	-	-	-	2.919	3.133	<b>2.886</b>
11-15	-	-	1.840	2.632	3.409	<b>2.589</b>
16-20	-	-	1.931	2.654	3.714	<b>2.547</b>
20-25	-	1.462	1.583	2.795	3.733	<b>2.543</b>
25-35	-	1.219	1.725	2.663	3.297	<b>2.389</b>
35+	-	1.294	1.852	2.569	3.610	<b>2.318</b>
<b>Total</b>	<b>-</b>	<b>1.290</b>	<b>1.826</b>	<b>2.629</b>	<b>3.562</b>	<b>2.404</b>

<sup>1</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  
Hastings County  
Person Per Unit by Age and Type of Dwelling  
(2016 Census)

Age of Dwelling	Multiples <sup>1</sup>						25 Year Average	25 Year Average Adjusted <sup>3</sup>
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total		
1-5	-	-	1.517	1.952	-	1.643		
6-10	-	-	1.667	1.941	-	1.868		
11-15	-	-	1.433	2.067	-	1.604		
16-20	-	-	1.941	2.400	-	2.432		
20-25	-	-	1.917	2.519	-	2.400	1.989	1.923
25-35	-	1.364	1.848	3.217	-	2.457		
35+	-	1.269	1.979	2.891	4.000	2.446		
<b>Total</b>	-	1.338	1.809	2.730	3.125	2.278		

Age of Dwelling	Apartments <sup>2</sup>						25 Year Average	25 Year Average Adjusted <sup>3</sup>
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total		
1-5	-	-	-	-	-	1.714		
6-10	-	-	1.533	-	-	1.481		
11-15	-	-	1.875	-	-	1.593		
16-20	-	1.292	2.000	-	-	1.646		
20-25	-	1.267	1.840	-	-	1.744	1.636	1.663
25-35	-	1.135	1.704	-	-	1.507		
35+	1.455	1.162	1.832	2.807	1.636	1.626		
<b>Total</b>	1.235	1.166	1.809	2.864	1.400	1.608		

Age of Dwelling	All Density Types					
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total
1-5	-	1.385	1.964	2.843	4.217	2.726
6-10	-	1.346	1.923	2.888	3.722	2.771
11-15	-	1.500	1.796	2.621	3.642	2.530
16-20	-	1.297	1.944	2.692	3.800	2.527
20-25	-	1.270	1.829	2.761	3.759	2.562
25-35	-	1.187	1.790	2.667	3.469	2.335
35+	1.333	1.236	1.839	2.536	3.351	2.244
<b>Total</b>	1.111	1.242	1.842	2.610	3.554	2.345

<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'.*

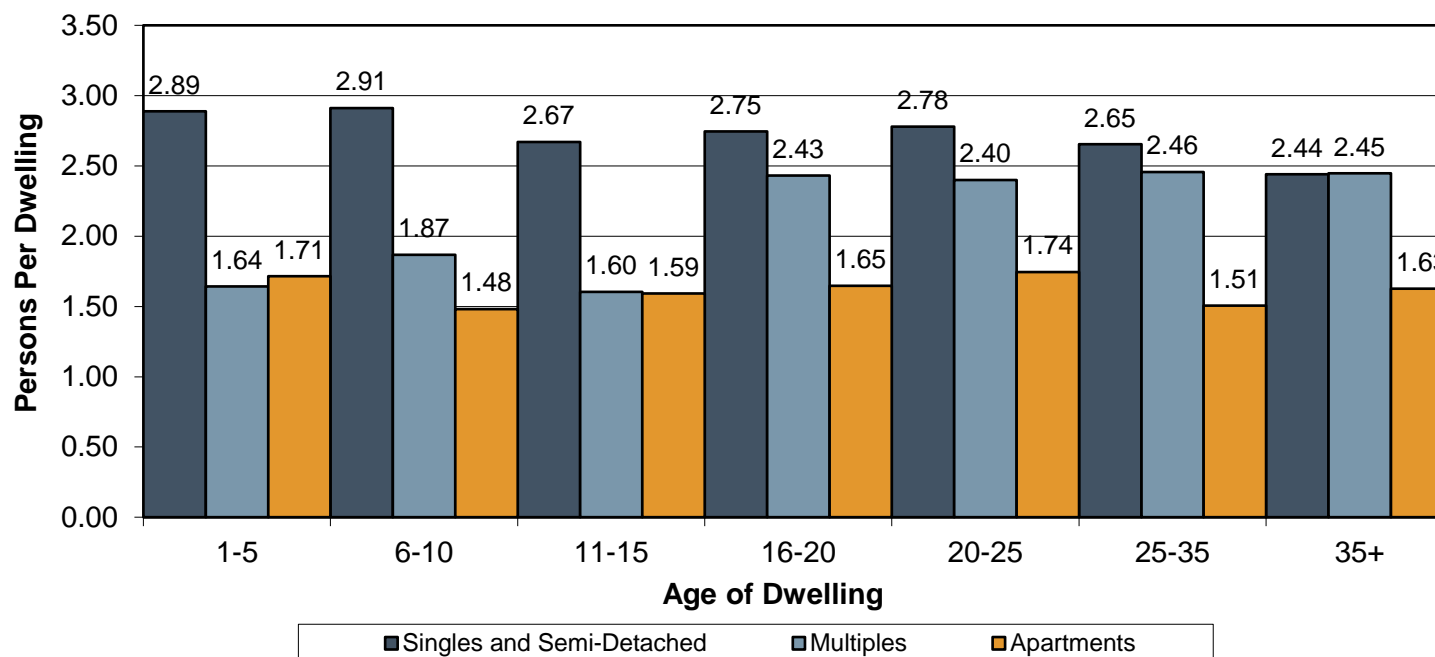
*It is acknowledged that the City of Quinte West is administratively separate from Hastings County, but for the purposes of calculating the P.P.U. it is included within the County.*

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





Schedule 9  
City of Quinte West  
Person Per Unit Structural Type and Age of Dwelling  
(2016 Census)



Multiple and Apartment P.P.U.s are based on Hastings County. It is acknowledged that the City of Quinte West is administratively separate from Hastings County, but for the purposes of calculating the P.P.U. it is included within the County.



# Schedule 10a City of Quinte West Employment Forecast, 2021 to 2046

Period	Population	Activity Rate								Employment								Employment
		Primary	Work at Home	Industrial	Commercial/ Population Related	Institutional	Total	N.F.P.O.W. <sup>1</sup>	Total Including NFPOW	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.)	Total (Excluding Work at Home and N.F.P.O.W.)
Mid 2006	42,697	0.001	0.026	0.128	0.106	0.124	0.385	0.045	0.430	35	1,130	5,483	4,523	5,285	16,455	1,910	18,365	15,325
Mid 2011	43,086	0.002	0.018	0.093	0.110	0.147	0.371	0.040	0.411	80	795	4,028	4,748	6,325	15,975	1,735	17,710	15,180
Mid 2016	43,577	0.003	0.025	0.109	0.107	0.139	0.383	0.048	0.431	150	1,080	4,733	4,668	6,065	16,695	2,070	18,765	15,615
Early 2021	46,292	0.003	0.026	0.104	0.104	0.137	0.374	0.048	0.422	155	1,194	4,825	4,803	6,361	17,337	2,199	19,536	16,143
Early 2031	50,582	0.003	0.028	0.106	0.102	0.132	0.371	0.048	0.419	167	1,436	5,342	5,165	6,666	18,776	2,443	21,219	17,340
Mid 2041	54,900	0.003	0.030	0.107	0.101	0.127	0.369	0.049	0.418	183	1,663	5,880	5,525	6,982	20,233	2,707	22,940	18,570
Mid 2046	55,933	0.003	0.030	0.107	0.101	0.126	0.368	0.049	0.417	187	1,694	5,991	5,629	7,058	20,559	2,758	23,317	18,865
Incremental Change																		
Mid 2006 - Mid 2011	389	0.001	-0.008	-0.035	0.004	0.023	-0.015	-0.004	-0.019	45	-335	-1,455	225	1,040	-480	-175	-655	-145
Mid 2011 - Mid 2016	491	0.0016	0.0063	0.0151	-0.0031	-0.0076	0.0123	0.0072	0.0196	70	285	705	-80	-260	720	335	1,055	435
Mid 2016 - Early 2021	2,715	-0.0001	0.0010	-0.0044	-0.0034	-0.0018	-0.0086	0.0000	-0.0086	5	114	92	135	296	642	129	771	528
Early 2021 - Early 2031	4,290	-0.0001	0.0026	0.0014	-0.0016	-0.0056	-0.0033	0.0008	-0.0025	12	242	518	363	305	1,439	244	1,683	1,197
Early 2021 - Mid 2041	8,608	0.0000	0.0045	0.0029	-0.0031	-0.0102	-0.0059	0.0018	-0.0041	28	469	1,056	723	621	2,896	508	3,404	2,427
Early 2021 - Mid 2046	9,641	0.0000	0.0045	0.0029	-0.0031	-0.0112	-0.0069	0.0018	-0.0051	32	500	1,167	827	697	3,222	559	3,781	2,722
Annual Average																		
Mid 2006 - Mid 2011	78	0.00021	-0.00160	-0.00699	0.00085	0.00460	-0.00292	-0.00089	-0.00382	9	-67	-291	45	208	-96	-35	-131	-29
Mid 2011 - Mid 2016	98	0.0003	0.0013	0.0030	-0.0006	-0.0015	0.0025	0.0014	0.0039	14	57	141	-16	-52	144	67	211	87
Mid 2016 - Early 2021	603	0.0000	0.0002	-0.0010	-0.0007	-0.0004	-0.0019	0.0000	-0.0019	1	25	20	30	66	143	29	171	117
Early 2021 - Early 2031	429	0.0000	0.0003	0.0001	-0.0002	-0.0006	-0.0003	0.0001	-0.0003	1	24	52	36	31	144	24	168	120
Early 2021 - Mid 2041	420	0.0000	0.0002	0.0001	-0.0002	-0.0005	-0.0003	0.0001	-0.0002	1	23	51	35	30	141	25	166	118
Early 2021 - Mid 2046	378	0.0000	0.0002	0.0001	-0.0001	-0.0004	-0.0003	0.0001	-0.0002	1	20	46	32	27	126	22	148	107

Source: Watson & Associates Economists Ltd., 2020.

<sup>1</sup> Statistics Canada defines non fixed place of work (N.F.P.O.W.) employees as "persons who do not go from home to the same work place location at the beginning of each shift". Such persons include building and landscape contractors, travelling salespersons, independent truck drivers, etc.



Schedule 10b  
City of Quinte West  
Employment and Gross Floor Area (G.F.A.) Forecast, 2021 to 2046

Period	Population	Employment					Gross Floor Area in Square Feet (Estimated) <sup>1</sup>				
		Primary <sup>2</sup>	Industrial	Commercial/ Population Related	Institutional	Total	Primary	Industrial	Commercial/ Population Related	Institutional	Total
Mid 2006	42,697	35	5,483	4,523	5,285	15,325					
Mid 2011	43,086	80	4,028	4,748	6,325	15,180					
Mid 2016	43,577	150	4,733	4,668	6,065	15,615					
Early 2021	46,292	155	4,825	4,803	6,361	16,143					
Early 2031	50,582	167	5,342	5,165	6,666	17,340					
Mid 2041	54,900	183	5,880	5,525	6,982	18,570					
Mid 2046	55,933	187	5,991	5,629	7,058	18,865					
<b>Incremental Change</b>											
Mid 2006 - Mid 2011	389	45	-1,455	225	1,040	-145					
Mid 2011 - Mid 2016	491	70	705	-80	-260	435					
Mid 2016 - Early 2021	2,715	5	92	135	296	528					
Early 2021 - Early 2031	4,290	12	518	363	305	1,197	48,000	569,200	181,200	213,500	1,011,900
Early 2021 - Mid 2041	8,608	28	1,056	723	621	2,427	112,000	1,161,000	361,200	434,700	2,068,900
Early 2021 - Mid 2046	9,641	32	1,167	827	697	2,722	128,000	1,283,100	413,200	487,900	2,312,200
<b>Annual Average</b>											
Mid 2006 - Mid 2011	78	9	-291	45	208	-29					
Mid 2011 - Mid 2016	98	14	141	-16	-52	87					
Mid 2016 - Early 2021	603	1	20	30	66	117					
Early 2021 - Early 2031	429	1	52	36	31	120	4,800	56,920	18,120	21,350	101,190
Early 2021 - Mid 2041	420	1	51	35	30	118	5,463	56,634	17,620	21,205	100,922
Early 2021 - Mid 2046	378	1	46	32	27	107	5,020	50,318	16,204	19,133	90,675

Source: Watson & Associates Economists Ltd., 2020.

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

Primary 4,000

Industrial 1,100

Commercial/ Population Related 500

Institutional 700

<sup>2</sup> Primary industry includes bona-fide and non bona-fide farming which can include cannabis growing operation related employment.

\* Reflects Early 2021 to Mid 2046 forecast period

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



Schedule 10c  
City of Quinte West  
Estimate of the Anticipated Amount, Type and Location of  
Non-Residential Development for Which Development Charges can be Imposed

Development Location	Timing	Primary <sup>1,2</sup>	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>3</sup>
Urban	2021 - 2031	-	493,400	163,000	192,000	848,400	1,049
	2021 - 2041	-	1,007,100	319,600	384,600	1,711,300	2,104
	2021 - 2046	-	1,090,700	360,200	425,300	1,876,200	2,319
Trenton Service Arera	2021 - 2031	-	293,700	81,000	95,900	470,600	566
	2021 - 2041	-	598,400	187,500	225,400	1,011,300	1,241
	2021 - 2046	-	661,100	214,000	252,700	1,127,800	1,390
Remaining Urban Area	2021 - 2031	-	199,700	82,000	96,100	377,800	483
	2021 - 2041	-	408,700	132,100	159,200	700,000	863
	2021 - 2046	-	429,600	146,200	172,600	748,400	929
Rural	2021 - 2031	48,000	75,800	18,200	21,500	163,500	148
	2021 - 2041	112,000	153,900	41,600	50,100	357,600	323
	2021 - 2046	128,000	192,400	53,000	62,600	436,000	403
City of Quinte West	2021 - 2031	48,000	569,200	181,200	213,500	1,011,900	1,197
	2021 - 2041	112,000	1,161,000	361,200	434,700	2,068,900	2,427
	2021 - 2046	128,000	1,283,100	413,200	487,900	2,312,200	2,722

Source: Watson & Associates Economists Ltd., 2020.

<sup>1</sup> Square feet per employee assumptions:

Primary	4,000
Industrial	1,100
Commercial	500
Institutional	700

<sup>2</sup> Primary industry includes bona-fide and non bona-fide farming which can include cannabis growing operation related employment.

<sup>3</sup> Employment Increase does not include No Fixed Place of Work.

\*Reflects Early 2021 to Mid 2046 forecast period



Schedule 11  
City of Quinte West  
Non-Residential Construction Value  
Years 2007 to 2016  
(000's 2018 \$)

YEAR	Industrial				Commercial				Institutional				Total			
	New	Improve	Additions	Total	New	Improve	Additions	Total	New	Improve	Additions	Total	New	Improve	Additions	Total
2007	1,048	789	4,481	6,318	15,522	2,824	291	18,637	3	1,010	0	1,014	16,573	4,623	4,772	25,969
2008	695	198	2,024	2,917	3,532	1,284	0	4,815	0	128	17,100	17,228	4,227	1,610	19,124	24,960
2009	463	746	22,431	23,640	6,681	1,208	678	8,567	23	876	848	1,746	7,166	2,830	23,956	33,952
2010	2,336	6,160	0	8,496	9,622	5,213	6,829	21,664	669	104	0	773	12,627	11,477	6,829	30,933
2012	3,999	438	2,701	7,138	1,447	1,932	643	4,022	7,397	2,038	4,663	14,098	12,843	4,408	8,008	25,258
2013	11,943	1,777	0	13,720	2,378	14,646	3,232	20,255	0	1,549	2,262	3,810	14,321	17,971	5,494	37,786
2014	923	3,617	851	5,391	7,545	2,094	1,135	10,774	0	665	4,303	4,968	8,468	6,376	6,290	21,133
2015	4,676	856	0	5,532	1,650	1,137	0	2,787	35,017	84	1,879	36,979	41,343	2,077	1,879	45,299
2016	4,630	1,092	21,210	26,931	3,190	1,436	466	5,092	0	588	0	588	7,820	3,115	21,676	32,611
Subtotal	32,957	18,119	53,698	104,774	60,866	34,367	14,613	109,846	44,300	8,312	31,055	83,667	138,124	60,798	99,366	298,288
Percent of Total	31%	17%	51%	100%	55%	31%	13%	100%	53%	10%	37%	100%	46%	20%	33%	100%
Average	3,296	1,812	8,950	10,477	6,087	3,437	1,827	10,985	7,383	831	5,176	8,367	13,812	6,080	9,937	29,829
2007 - 2011 Period Total				46,061				66,916				23,223				136,200
2007 - 2011 Average				9,212				13,383				4,645				27,240
% Breakdown				33.8%				49.1%				17.1%				100.0%
2012 - 2016 Period Total				58,713				42,930				60,444				162,087
2012 - 2016 Average				11,743				8,586				12,089				32,417
% Breakdown				36.2%				26.5%				37.3%				100.0%
2007 - 2016 Period Total				104,774				109,846				83,667				298,288
2007 - 2016 Average				10,477				10,985				8,367				29,829
% Breakdown				35.1%				36.8%				28.0%				100.0%

Source: Statistics Canada Publication, 64-001-X1B

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



**Schedule 12**  
**City of Quinte West**  
**Employment to Population Ratio by Major Employment Sector, 2006 to 2016**

NAICS		Year			Change		Comments
		2006	2011	2016	06-11	11-16	
Employment by industry							Categories which relate to local land-based resources
	<b><u>Primary Industry Employment</u></b>						
11	Agriculture, forestry, fishing and hunting	190	195	310	5	115	
21	Mining and oil and gas extraction	15	0	0	-15	0	
Sub-total		205	195	310	-10	115	
<b><u>Industrial and Other Employment</u></b>							Categories which relate primarily to industrial land supply and demand
22	Utilities	100	20	50	-80	30	
23	Construction	445	425	520	-20	95	
31-33	Manufacturing	3,400	2,045	2,275	-1,355	230	
41	Wholesale trade	485	425	670	-60	245	
48-49	Transportation and warehousing	1,050	1,080	1,130	30	50	
56	Administrative and support	293	220	325	-73	105	
Sub-total		5,773	4,215	4,970	-1,558	755	
	<b><u>Population Related Employment</u></b>						Categories which relate primarily to population growth within the municipality
44-45	Retail trade	1,835	1,760	1,730	-75	-30	
51	Information and cultural industries	165	80	110	-85	30	
52	Finance and insurance	210	320	230	110	-90	
53	Real estate and rental and leasing	275	265	285	-10	20	
54	Professional, scientific and technical services	465	355	490	-110	135	
55	Management of companies and enterprises	0	0	10	0	10	
56	Administrative and support	293	220	325	-73	105	
71	Arts, entertainment and recreation	215	335	215	120	-120	
72	Accommodation and food services	940	915	1,125	-25	210	
81	Other services (except public administration)	570	830	620	260	-210	
Sub-total		4,968	5,080	5,140	113	60	
	<b><u>Institutional</u></b>						
61	Educational services	745	795	795	50	0	
62	Health care and social assistance	1,245	1,465	1,475	220	10	
91	Public administration	3,520	4,225	4,005	705	-220	
Sub-total		5,510	6,485	6,275	975	-210	
Total Employment		16,455	15,975	16,695	-480	720	
Population		42,697	43,086	43,577	389	491	
<b><u>Employment to Population Ratio</u></b>							
Industrial and Other Employment		0.14	0.10	0.11	-0.04	0.02	
Population Related Employment		0.12	0.12	0.12	0.00	0.00	
Institutional Employment		0.13	0.15	0.14	0.02	-0.01	
Primary Industry Employment		0.00	0.00	0.01	0.00	0.00	
Total		0.39	0.37	0.38	-0.01	0.01	

Source: Statistics Canada Employment by Place of Work

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



# Appendix B

## Historical Level of Service Calculations



Service: Fire Facilities  
Unit Measure: sq.ft. of building area

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2020 Bld'g Value (\$/sq. ft.)	Value/sq.ft. with land, site works, etc.
Fire Hall # 1 - Front St.	5,800	5,800	5,800	5,800	5,800	5,800	5,800	5,800			\$322	\$389
Fire Hall # 2 - Cameron Rd.	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	\$293	\$343
Fire Hall # 3 - Aitkens Rd.	4,160	4,160	4,160	4,160	4,160	4,160	4,160	4,160	4,160	4,160	\$264	\$310
Fire Hall # 4 - Vermilyea Rd.	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	12,400	\$264	\$310
Fire Hall # 5 - Plant St.	3,394	3,394	3,394	3,394	3,394	3,394	3,394	3,394	3,394	3,394	\$205	\$242
Fire Hall # 6 - County Rd 5	1,989	1,989	1,989	1,989	1,989	1,989	1,989	1,989	1,989	1,989	\$205	\$242
Fire Hall # 7 - Scott Ave	3,679	3,679	3,679	3,679	3,679	3,679	3,679	3,679	3,679	3,679	\$264	\$310
Fire Prevention Trailer	360	360	360	360	360	360	360	360			\$311	\$364
New Fire Hall #1 - Dixon Drive									21,000	21,000	\$338	\$408
<b>Total</b>	<b>29,882</b>	<b>29,882</b>	<b>29,882</b>	<b>29,882</b>	<b>29,882</b>	<b>29,882</b>	<b>29,882</b>	<b>29,882</b>	<b>44,722</b>	<b>50,122</b>		

Population	42,550	42,604	42,630	42,654	42,669	42,865	43,491	44,074	44,568	45,342
Per Capita Standard	0.7023	0.7014	0.7010	0.7006	0.7003	0.6971	0.6871	0.6780	1.0035	1.1054

10 Year Average	2011-2020
Quantity Standard	0.7677
Quality Standard	\$326
Service Standard	\$250

D.C. Amount (before deductions)	10 Year
Forecast Population	4,225
\$ per Capita	\$250
Eligible Amount	\$1,057,306





Service: Fire Vehicles  
Unit Measure: No. of vehicles

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2020 Value (\$/Vehicle)
Aerial Truck	1	1	1	1	1	1	1	1	1	1	\$1,500,000
Triple Combination Pumper	10	10	10	11	11	11	10	10	9	9	\$560,000
Tanker	8	8	8	8	8	9	10	10	11	11	\$380,000
Utility Truck	6	8	11	12	12	11	11	11	10	10	\$41,000
Fire Prevention/Equipment Van	1	1	1	1	1	1	1	1	1	1	\$43,400
SCAT/Rescue Van	7	7	7	8	8	8	8	8	8	8	\$158,300
Marine Unit	3	3	4	4	4	4	4	4	4	4	\$44,600
<b>Total</b>	<b>36</b>	<b>38</b>	<b>42</b>	<b>45</b>	<b>45</b>	<b>45</b>	<b>45</b>	<b>45</b>	<b>44</b>	<b>44</b>	

Population	42,550	42,604	42,630	42,654	42,669	42,865	43,491	44,074	44,568	45,342
Per Capita Standard	0.0008	0.0009	0.0010	0.0011	0.0011	0.0010	0.0010	0.0010	0.0010	0.0010

10 Year Average	2011-2020
Quantity Standard	0.0010
Quality Standard	\$287,590
Service Standard	\$288

D.C. Amount (before deductions)	10 Year
Forecast Population	4,225
\$ per Capita	\$288
Eligible Amount	\$1,215,068



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

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2020 Value (\$/item)
Equipped Firefighters - Volunteer	137	137	137	137	137	137	137	137	137	137	\$10,600
Equipped Firefighters - Full Time	16	16	16	16	16	16	16	16	16	16	\$10,600
Jaws of Life	7	7	7	7	7	7	7	7	7	7	\$35,000
<b>Total</b>	<b>160</b>	<b>160</b>	<b>160</b>	<b>160</b>	<b>160</b>	<b>160</b>	<b>160</b>	<b>160</b>	<b>160</b>	<b>160</b>	

Population	42,550	42,604	42,630	42,654	42,669	42,865	43,491	44,074	44,568	45,342
Per Capita Standard	0.0038	0.0038	0.0038	0.0038	0.0037	0.0037	0.0037	0.0036	0.0036	0.0035

10 Year Average	2011-2020
Quantity Standard	0.0037
Quality Standard	\$11,646
Service Standard	\$43

D.C. Amount (before deductions)	10 Year
Forecast Population	4,225
\$ per Capita	\$43
Eligible Amount	\$182,055



Service: Police Facilities  
Unit Measure: ft² of building area

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2020 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Police Station	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	26,734	\$469	\$559
Police Annex	3,700	3,700	3,700	3,700	3,700	3,700	3,700	3,700	3,700		\$199	\$235
Community Policing Office	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	\$240	\$280
<b>Total</b>	<b>17,100</b>	<b>17,100</b>	<b>17,100</b>	<b>17,100</b>	<b>17,100</b>	<b>17,100</b>	<b>17,100</b>	<b>17,100</b>	<b>17,100</b>	<b>28,134</b>		

Population	42,550	42,604	42,630	42,654	42,669	42,865	43,491	44,074	44,568	45,342
Per Capita Standard	0.4019	0.4014	0.4011	0.4009	0.4008	0.3989	0.3932	0.3880	0.3837	0.6205

10 Year Average	2011-2020
Quantity Standard	0.4190
Quality Standard	478
Service Standard	\$200

D.C. Amount (before deductions)	10 Year
Forecast Population	4,225
\$ per Capita	\$200
Eligible Amount	\$845,845



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

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2020 Value (\$/Vehicle)
Radar Trailers	2	2	2	2	2	2	2	2	2	2	\$11,900
<b>Total</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	

Population	42,550	42,604	42,630	42,654	42,669	42,865	43,491	44,074	44,568	45,342
Per Capita Standard (per 1,000)	0.0470	0.0469	0.0469	0.0469	0.0469	0.0467	0.0460	0.0454	0.0449	0.0441

10 Year Average	2011-2020
Quantity Standard (per 1,000)	0.0462
Quality Standard	\$11,900
Service Standard	\$1

549.78

D.C. Amount (before deductions)	10 Year
Forecast Population	4,225
\$ per Capita	\$1
Eligible Amount	\$2,324



Service: Roads  
Unit Measure: Lane km of roadways

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2020 Value (\$/lane km)
Light Bituminous	97	97	97	97	97	97	97	97	97	97	\$276,800
High Cost Bituminous	504.3	504.3	504.3	504.3	504.3	504.3	504.3	505.1	506.4	506.4	\$486,700
<b>Total</b>	<b>601.2</b>	<b>601.2</b>	<b>601.2</b>	<b>601.2</b>	<b>601.2</b>	<b>601.2</b>	<b>601.2</b>	<b>602.0</b>	<b>603.3</b>	<b>603.3</b>	

Population	42,550	42,604	42,630	42,654	42,669	42,865	43,491	44,074	44,568	45,342
Per Capita Standard	0.0141	0.0141	0.0141	0.0141	0.0141	0.0140	0.0138	0.0137	0.0135	0.0133

10 Year Average	2011-2020
Quantity Standard	0.0139
Quality Standard	\$452,504
Service Standard	\$6,290

D.C. Amount (before deductions)	20 Year
Forecast Population	8,473
\$ per Capita	\$6,290
Eligible Amount	\$53,293,475



Service: Traffic Signals & Streetlights  
 Unit Measure: No. of Traffic Signals

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2020 Value (\$/item)
Streetlights	2,639	2,639	2,639	2,787	2,787	2,787	2,787	2,787	2,787	2,787	\$1,900
<b>Total</b>	<b>2,639</b>	<b>2,639</b>	<b>2,639</b>	<b>2,787</b>	<b>2,787</b>	<b>2,787</b>	<b>2,787</b>	<b>2,787</b>	<b>2,787</b>	<b>2,787</b>	

Population	42,550	42,604	42,630	42,654	42,669	42,865	43,491	44,074	44,568	45,342
Per Capita Standard	0.0620	0.0619	0.0619	0.0653	0.0653	0.0650	0.0641	0.0632	0.0625	0.0615

10 Year Average	2011-2020
Quantity Standard	0.0633
Quality Standard	\$1,902
Service Standard	\$120

D.C. Amount (before deductions)	20 Year
Forecast Population	8,473
\$ per Capita	\$120
Eligible Amount	\$1,020,149



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

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2020 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Equipment Storage Shed Cold Storage - 30 Pelham St., Trenton	680	680	680	680	680	680	680				\$108	\$136
Garage/Eqpt. Storage - 30 Pelham St., Trenton	20,313	20,313	20,313	20,313	20,313	20,313	20,313				\$235	\$276
Sand/Salt Shed - 30 Pelham St., Trenton	3,000	3,000	3,000	3,000	3,000	3,000	3,000			3,000	\$53	\$76
3 Bay Storage Garage, Sand Dome & Salt Shed - Wallbridge, Sidney	6,500	6,500	6,500	6,500	6,500	6,500	6,500	6,500	6,500	6,500	\$41	\$54
Storage Bldg. - Tuckers Corners	5,400	5,400	5,400	5,400	5,400	5,400	5,400				\$195	\$224
Storage Shed - Wallbridge, Sidney	2,100	2,100	2,100	2,100	2,100	2,100	2,100	2,100	2,100	2,100	\$117	\$138
Sand/Salt Dome - Wallbridge, Sidney	6,500	6,500	6,500	6,500	6,500	6,500	6,500	6,500	6,500	6,500	\$40	\$53
Storage Building - Aikins Rd., Sidney	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	\$97	\$116
Equipment Depot - Murray Twp	5,500	5,500	5,500	5,500	5,500	5,500	5,500	5,500	5,500	5,500	\$171	\$197
Sand/Salt Building - Murray Twp	5,520	5,520	5,520	5,520	5,520	5,520	5,520	5,520	5,520	5,520	\$114	\$134
Sand/Salt Building - Front St. Stirling	6,500	6,500	6,500	6,500	6,500	6,500	6,500	6,500	6,500	6,500	\$41	\$54
Equipment Depot - Murray Twp	2,664	2,664	2,664	2,664	2,664	2,664	2,664	2,664	2,664	2,664	\$120	\$141
Public Works Bldg. - Frankford	6,500	6,500	6,500								\$235	\$268
Eqpt. Depot - Tuckers Corners, Sidney	8,500	8,500	8,500	8,500	8,500	8,500	8,500	8,500	8,500	8,500	\$40	\$53
Dome/Storage Shed - Glen Miller (Murray Twp)	5,520	5,520	5,520								\$114	\$134
Shop and Equip Depot - 18 Pelham St.	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	\$171	\$206
Consolidated Operations Centre - Roads								85,000	85,000	85,000	\$230	\$262
<b>Total</b>	<b>95,197</b>	<b>95,197</b>	<b>95,197</b>	<b>83,177</b>	<b>83,177</b>	<b>83,177</b>	<b>83,177</b>	<b>138,784</b>	<b>138,784</b>	<b>141,784</b>		

Population	42,550	42,604	42,630	42,654	42,669	42,865	43,491	44,074	44,568	45,342
Per Capita Standard	2.2373	2.2345	2.2331	1.9500	1.9494	1.9404	1.9125	3.1489	3.1140	3.1270

10 Year Average	2011-2020
Quantity Standard	2.3847
Quality Standard	\$173
Service Standard	\$414

D.C. Amount (before deductions)	20 Year
Forecast Population	8,473
\$ per Capita	\$414
Eligible Amount	\$3,503,840



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

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2020 Value (\$/Vehicle)
Dump Trucks (Large)	3	3	3	3	3	3	3	3	3	3	\$228,300
Dump Trucks (Small)	5	5	5	5	5	5	5	5	5	5	\$48,500
Half Tons	37	36	34	32	32	32	32	32	32	32	\$29,300
3/4 Tons	5	7	7	9	9	9	9	9	9	9	\$46,900
1 Ton	4	4	4	4	4	4	4	4	4	4	\$58,600
Flusher Truck	1	1	2	2	2	2	2	2	2	2	\$478,500
Rear Packer	1	1	1	1	1	1	1	1	1	1	\$231,100
Bucket Truck	1	1	1	1	1	1	1	1	1	1	\$267,600
Cars	1										\$19,900
Trailer	1	1	1	1	1	1	1	1	1	1	\$13,400
Graders	2	2	2	2	2	2	2	2	2	2	\$327,800
Sweepers	2	2	2	2	2	2	2	2	2	2	\$306,800
Loaders/Backhoes/Tractors	9	9	9	9	9	9	9	9	9	9	\$151,600
Snowblowers/Plows (sidewalks)	6	6	6	6	6	6	6	6	6	7	\$180,000
Vibrator Roller	2	2	2	2	2	2	2	2	2	2	\$105,400
Wheel loader	1	1	1	1	1	1	1	1	1	1	\$234,500
Excavator	1	1	1	1	1	1	1	1	1	1	\$293,200
Survey Equipment	1	1	1	1	1	1	1	1	1	1	\$74,300
Fork Lift	1	1	1	1	1	1	1	1	1	1	\$53,500
Comporsors/Generators/Chipper/Pa	6	6	6	6	6	6	6	6	6	6	\$35,200
Other	23	24	24	24	24	24	24	24	24	24	\$17,600
Snowplow Trucks single	10	10	10	10	10	10	10	10	10	10	\$293,200
Snowplow Trucks tandem	18	18	18	17	17	17	17	17	17	17	\$310,000
<b>Total</b>	<b>141</b>	<b>142</b>	<b>141</b>	<b>140</b>	<b>140</b>	<b>140</b>	<b>140</b>	<b>140</b>	<b>140</b>	<b>141</b>	

Population	42,550	42,604	42,630	42,654	42,669	42,865	43,491	44,074	44,568	45,342
Per Capita Standard	0.0033	0.0033	0.0033	0.0033	0.0033	0.0033	0.0032	0.0032	0.0031	0.0031

10 Year Average	2011-2020
Quantity Standard	0.0032
Quality Standard	\$125,616
Service Standard	\$402

D.C. Amount (before deductions)	20 Year
Forecast Population	8,473
\$ per Capita	\$402
Eligible Amount	\$3,405,892





Service: Transit Facilities  
Unit Measure: ft² of building area

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2020 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Garage/Equip. Storage - 30 Pelham St. Trenton								20,313	20,313	20,313	\$235	\$276
<b>Total</b>	-	-	-	-	-	-	-	<b>20,313</b>	<b>20,313</b>	<b>20,313</b>		

Population	42,550	42,604	42,630	42,654	42,669	42,865	43,491	44,074	44,568	45,342
Per Capita Standard	-	-	-	-	-	-	-	0.4609	0.4558	0.4480

10 Year Average	2011-2020
Quantity Standard	0.1365
Quality Standard	\$276
Service Standard	\$38

D.C. Amount (before deductions)	10 Year
Forecast Population	4,225
\$ per Capita	\$38
Eligible Amount	\$159,114



Service: Transit Vehicles  
Unit Measure: No. of vehicles

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2015 Value (\$/Vehicle)	2020 Value (\$/Vehicle)
Transit Buses	12	13	14	15	15	18	18	20	22	22	\$250,000	\$293,200
<b>Total</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>15</b>	<b>18</b>	<b>18</b>	<b>20</b>	<b>22</b>	<b>22</b>		

Population	42,550	42,604	42,630	42,654	42,669	42,865	43,491	44,074	44,568	45,342
Per Capita Standard	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

10 Year Average	2011-2020
Quantity Standard	0.0004
Quality Standard	\$284,775
Service Standard	\$114

D.C. Amount (before deductions)	10 Year
Forecast Population	4,225
\$ per Capita	\$114
Eligible Amount	\$481,270



Service: Parkland Development  
Unit Measure: Acres of Parkland

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2020 Value (\$/Acre)
Community Parks	395	395	395	395	395	395	396	397	397	397	\$29,300
<b>Total</b>	<b>395</b>	<b>395</b>	<b>395</b>	<b>395</b>	<b>395</b>	<b>395</b>	<b>396</b>	<b>397</b>	<b>397</b>	<b>397</b>	

Population	42,550	42,604	42,630	42,654	42,669	42,865	43,491	44,074	44,568	45,342
Per Capita Standard	0.0093	0.0093	0.0093	0.0093	0.0093	0.0092	0.0091	0.0090	0.0089	0.0088

10 Year Average	2011-2020
Quantity Standard	0.0092
Quality Standard	\$29,087
Service Standard	\$268

D.C. Amount (before deductions)	10 Year
Forecast Population	4,225
\$ per Capita	\$268
Eligible Amount	\$1,130,610



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

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2020 Value (\$/item)
<b>Amphitheatre</b>											
Centennial Park	1	1	1	1	1	1	1	1	1	1	\$1,700,000
<b>Lit Skateboard Park</b>											
Centennial Park	1	1	1	1	1	1	1	1	1	1	\$700,000
Frankford Skate Park							1	1	1	1	\$500,000
<b>Baseball Fields</b>											
Centennial Park - Bayshore	1	1	1	1	1	1	1	1	1	1	\$1,000,000
Centennial Park - Don Ogden	1	1	1	1	1	1	1	1	1	1	\$900,000
Bain park	2	2	2	2	2	2	2	2	2	2	\$800,000
Frankford	1	1	1	1	1	1	1	1	1	1	\$800,000
Tuckers Corners	1	1	1	1	1	1	1	1	1	1	\$800,000
Montrose	1	1	1	1	1	1	1	1	1	1	\$500,000
Woller Athletic	2	2	2	2	2	2	2	2	2	2	\$800,000
York Subdivision	1	1	1	1	1						\$234,500
<b>Soccer Pitches</b>											
Bain park Regular	1	1	1	1	1	1	1	1	1	1	\$1,000,000
Centennial park Regular	3	3	3	3	3	3	4	4	4	4	\$1,000,000
Centennial park Mini	9	9	9	9	9	9	9	10	10	10	\$325,000
Trenton cold storage 2	2	2	2								\$100,000
Harts Corner 1 Mini	1	1	1	1	1	1	1	1	1	1	\$23,500
Queen Elizabeth Park Mini	1	1	1	1	1	1	1				\$60,000
Wooler Athletic Reg	3	3	3	3	3	3	3	3	3	3	\$150,000
York Subdivision mini	1	1	1	1	1	1	1	1	1	1	\$60,000
<b>Tennis Courts</b>											
Tuckers Corner	2	2	2	2	2	2	2	2	2	2	\$135,000
Hanna Park	2	2	2	2	2	2	2	2	2	2	\$135,000
York subdivision	1	1	1	1	1	1	1	1	1	1	\$90,000
<b>Play Structures</b>	35	35	37	37	37	37	37	37	37	37	\$100,000
<b>Splashpad</b>											
Centennial park	1	1	1	1	1	1	1	1	1	1	\$900,000
Frankford park	1	1	1	1	1	1	1	1	1	1	\$450,000
<b>Bandshell</b>	1	1	1	1	1	1	1	1	1	1	\$200,000
<b>Canteens</b>	3	3	3	3	3	3	3	3	3	3	\$21,700
<b>Lighting of Fields</b>	7.0	7.0	7.0	7.0	7.0	7.0	9.5	9.5	9.5	9.5	\$400,000
<b>Golf Course Storage Shed</b>	1	1	1	1	1	1	1	1	1	1	\$100,000
<b>Mt. Pelion Tower</b>	1	1	1	1	1	1	1	1	1	1	\$244,000



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

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2020 Value (\$/item)
<b>Washroom Buildings</b>											
Dockside (Dundas St), Trenton	1	1	1	1	1	1	1	1	1	1	\$59,200
Bain Memorial Park, Trenton	1										\$76,500
Centennial Park, Trenton	1	1	1	2	2	2	2	2	2	2	\$200,000
Tourist Park, Frankford	1	1	1	1	1	1	1	1	1	1	\$200,000
Wooler Community Park	1	1	1	1	1	1	1	1	1	1	\$175,700
<b>Pavillions</b>											
Frankford	1	1	1	1	1	1	1	1	1		\$280,000
Centennial park	1	1	1	1	1	1	1	1	1	1	\$375,000
Bain	1	1	1	1	1	1	1	1	1	1	\$230,000
Farmers Market	1	1	1	1	1	1	1	1	1	1	\$375,000
Chatterton Valley	1	1	1	1	1	1	1	1			\$230,000
<b>Picnic Shelters</b>											
Ball Diamond Murray Twp	1	1	1	1							\$33,900
Applegrove								1	1	1	\$60,000
Frankford Splash Pad									1	1	\$30,000
<b>Total</b>	<b>99</b>	<b>98</b>	<b>100</b>	<b>99</b>	<b>98</b>	<b>97</b>	<b>102</b>	<b>103</b>	<b>103</b>	<b>102</b>	

Population	42,550	42,604	42,630	42,654	42,669	42,865	43,491	44,074	44,568	45,342
Per Capita Standard	0.0023	0.0023	0.0023	0.0023	0.0023	0.0023	0.0023	0.0023	0.0023	0.0022

<b>10 Year Average</b>	<b>2011-2020</b>
Quantity Standard	0.0023
Quality Standard	\$297,435
Service Standard	\$684

<b>D.C. Amount (before deductions)</b>	<b>10 Year</b>
Forecast Population	4,225
\$ per Capita	\$684
Eligible Amount	\$2,890,323



Service: Parkland Trails  
Unit Measure: km of Paths and Trails

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2020 Value (\$/ Linear Metre)
Hiking Trails	34.7	34.7	34.7	34.7	34.7	34.7	34.7	34.7	34.7	34.7	\$25,800
Paved Trails (3m wide in linear meters)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	16.0	17.5	17.5	\$126,000
<b>Total</b>	<b>40.7</b>	<b>40.7</b>	<b>40.7</b>	<b>40.7</b>	<b>40.7</b>	<b>40.7</b>	<b>40.7</b>	<b>50.7</b>	<b>52.2</b>	<b>52.2</b>	

Population	42,550	42,604	42,630	42,654	42,669	42,865	43,491	44,074	44,568	45,342
Per Capita Standard	0.0010	0.0010	0.0010	0.0010	0.0010	0.0009	0.0009	0.0012	0.0012	0.0012

10 Year Average	2011-2020
Quantity Standard	0.0010
Quality Standard	\$47,420
Service Standard	\$47

D.C. Amount (before deductions)	10 Year
Forecast Population	4,225
\$ per Capita	\$47
Eligible Amount	\$200,350



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

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2020 Value (\$/Vehicle)
Dump Truck (Large)	1	1	1	1	1	1	1	1	1	1	\$180,000
Dump Truck (Small)	1	1	1	1	1	1	1	1	2	2	\$65,000
1/2 & 3/4 4x4	8	8	8	9	9	9	9	10	10	10	\$45,000
Half Tons Reg cab	5	5	4	4	4	4	4	4	3	3	\$38,000
Car	1										\$19,900
Ford F550 Garbage Compact	1	1	1	1	1	1	1	1	1	1	\$165,000
Compacted Tractors (loader/backhoe)	11	11	10	10	10	10	10	10	10	10	\$63,500
Zero Turn Mowers	3	4	5	4	4	4	4	4	4	4	\$30,000
Front Mount Mowers	3	4	5	4	4	4	4	4	4	4	\$40,000
Wide Area Mowers	3	3	4	4	4	4	4	4	4	4	\$90,000
Ball Groomer Bike	1	1	1	1	1	1	1	1	1	1	\$25,000
Walk Behind Brush Hog	1	1	1	1	1	1	1	1	1	1	\$15,000
Telehandler	1	1	1	1	1	1	1	1	1	1	\$125,000
Trailers	12	12	12	12	12	12	12	12	12	12	\$35,000
Attachments - Winter Maintenance	6	6	6	6	6	6	6	6	6	6	\$13,000
Attachements - Landscape Maint.	6	6	6	6	6	6	6	6	6	6	\$25,000
Hedge Timmer	1	1	1	1	1	1	1	1	1	1	\$1,000
Pole Saw	1	1	1	1	1	1	1	1	1	1	\$1,300
Chain Saws	2	2	2	2	2	2	2	2	2	2	\$1,300
Leaf blower	4	4	4	4	4	4	4	4	4	4	\$1,200
Misc. Landscape Equipment	12	12	12	12	12	12	12	12	12	12	\$1,000
Trimmers	12	12	12	12	12	12	12	12	12	12	\$400
Irrigation pumps/travellers	5	5	6	6	6	6	6	6	6	6	\$23,100
Weed harvester boat	1	1	1	1	1	1	1	1	1	1	\$33,500
Turf top dresser	1	1	1	1	1	1	1	1	1	1	\$35,000
Skid steer	1	1	1	1	1	1	1	1			\$65,500
Ice Resurfacers	3	3	3	3	3	3	3	3	3	3	\$150,000
<b>Total</b>	<b>107</b>	<b>108</b>	<b>110</b>	<b>109</b>	<b>109</b>	<b>109</b>	<b>109</b>	<b>110</b>	<b>109</b>	<b>109</b>	

Population	42,550	42,604	42,630	42,654	42,669	42,865	43,491	44,074	44,568	45,342
Per Capita Standard	0.0025	0.0025	0.0026	0.0026	0.0026	0.0025	0.0025	0.0025	0.0024	0.0024

10 Year Average	2011-2020
Quantity Standard	0.0025
Quality Standard	\$35,044
Service Standard	\$88

D.C. Amount (before deductions)	10 Year
Forecast Population	4,225
\$ per Capita	\$88
Eligible Amount	\$370,152



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

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2020 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Golf Course Club House	1,250	1,250	1,250	1,250	1,250	1,250	1,250	1,250	1,250	1,250	\$120	\$150
Batawa Community Centre	11,000	11,000	11,000	11,000	11,000	11,000	11,000	11,000	11,000	11,000	\$176	\$203
North Wooler Community Centre	1,760										\$223	\$255
Centennial Community Centre	2,050	2,050	2,050	2,050	2,050	2,050	2,050	2,050	2,050	2,050	\$307	\$356
Lawn Bowling Club	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	\$152	\$185
Leopold Centre Storage	5,000	5,000	5,000	5,000	5,000	5,000	5,000				\$117	\$146
Hut "Quansit"	3,750	3,750	3,750	3,750	3,750	3,750	3,750	3,750	3,750	3,750	\$79	\$104
Duncan McDonald Memorial Arena - Trent	68,800	73,000	73,000	73,000	73,000	73,000	73,000	73,000	73,000	73,000	\$229	\$270
Dr. McMullen Rec Centre Arena - Frankfor	26,800	26,800	26,800	26,800	26,800	26,800	26,800	26,800	26,800	26,800	\$172	\$207
Robert Patrick Marina	800	800	800	800	800	800	800	800	800	800	\$457	\$513
Fraser Park Marina	800	800	800	800	800	800	800	800	800	800	\$457	\$521
YMCA Quinte West	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	\$337	\$389
Trenton Port Marina					5,500	5,500	5,500	5,500	5,500	5,500	\$727	\$819
Youth Centre	4,256	4,256	4,256	4,256	4,256	4,256	4,256	4,256	4,256	4,256	\$175	\$210
Leopold Parks Depot	11,000	11,000	11,000	11,000	11,000	11,000	11,000				\$212	\$251
Consolidated Operations Centre - Parks								15,000	15,000	15,000	\$230	\$262
<b>Total</b>	<b>188,966</b>	<b>191,406</b>	<b>191,406</b>	<b>191,406</b>	<b>196,906</b>	<b>196,906</b>	<b>196,906</b>	<b>195,906</b>	<b>195,906</b>	<b>195,906</b>		

Population	42,550	42,604	42,630	42,654	42,669	42,865	43,491	44,074	44,568	45,342
Per Capita Standard	4.4410	4.4927	4.4899	4.4874	4.6147	4.5936	4.5275	4.4449	4.3957	4.3206

10 Year Average	2011-2020
Quantity Standard	4.4808
Quality Standard	\$270
Service Standard	\$1,212

D.C. Amount (before deductions)	10 Year
Forecast Population	4,225
\$ per Capita	\$1,212
Eligible Amount	\$5,120,742





Service: Library Facilities  
Unit Measure: ft² of building area

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2020 Bld'g Value (\$/sq.ft.)	Value/sq.ft. . with land, site works, etc.
Trenton Branch - Main Building (City Hall)	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	\$352	\$442
Frankford Branch - Old Building	912	912	912								\$264	\$324
Frankford Branch - New Building				2,200	2,200	2,200	2,200	2,200	2,200	2,200	\$489	\$595
<b>Total</b>	<b>20,912</b>	<b>20,912</b>	<b>20,912</b>	<b>22,200</b>	<b>22,200</b>	<b>22,200</b>	<b>22,200</b>	<b>22,200</b>	<b>22,200</b>	<b>22,200</b>		

Population	42,550	42,604	42,630	42,654	42,669	42,865	43,491	44,074	44,568	45,342
Per Capita Standard	0.4915	0.4908	0.4905	0.5205	0.5203	0.5179	0.5105	0.5037	0.4981	0.4896

10 Year Average	2011-2020
Quantity Standard	0.5033
Quality Standard	\$451
Service Standard	\$227

D.C. Amount (before deductions)	10 Year
Forecast Population	4,225
\$ per Capita	\$227
Eligible Amount	\$959,582



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

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2020 Value (\$/item)
All Physicals Materials	122,189	125,713	130,055	128,439	128,194	110,857	103,143	97,449	94,644	94,644	\$27
Electronic Collection Material (# of subscriptions)				7	10	12	11	11	7	8	\$6,459
RFID Gates										1	\$30,000
RFID antenna pads										1	\$15,000
Self Check Out Station										1	\$8,000
Print payment station										1	\$15,000
<b>Total</b>	<b>122,189</b>	<b>125,713</b>	<b>130,055</b>	<b>128,446</b>	<b>128,204</b>	<b>110,869</b>	<b>103,154</b>	<b>97,460</b>	<b>94,651</b>	<b>94,656</b>	

Population	42,550	42,604	42,630	42,654	42,669	42,865	43,491	44,074	44,568	45,342
Per Capita Standard	2.8717	2.9507	3.0508	3.0113	3.0046	2.5865	2.3718	2.2113	2.1237	2.0876

10 Year Average	2011-2020
Quantity Standard	2.6270
Quality Standard	\$27
Service Standard	\$72

D.C. Amount (before deductions)	10 Year
Forecast Population	4,225
\$ per Capita	\$72
Eligible Amount	\$304,411



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

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2020 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
111 Millennium Drive, Belleville	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	\$291	\$338
25 Frankford Crescent, Trenton	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	\$291	\$338
244 St. Lawrence St West, Madoc	2,048	2,048	2,048	2,048	2,048	2,048	2,048	2,048	2,048	2,048	\$291	\$338
33 Chemaushgon Road, Bancroft	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	\$629	\$711
38 Farley Avenue, Belleville	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	\$291	\$338
127 River Street, Tweed	2,050	2,050	2,050	2,050	2,050	2,050	2,050	2,050	2,050	2,050	\$291	\$338
<b>Total</b>	<b>25,398</b>	<b>25,398</b>	<b>25,398</b>	<b>25,398</b>	<b>25,398</b>	<b>25,398</b>	<b>25,398</b>	<b>25,398</b>	<b>25,398</b>	<b>25,398</b>		
Percentage attributable to Quinte West	<b>28.0%</b>	<b>28.0%</b>	<b>28.5%</b>	<b>28.6%</b>	<b>28.7%</b>	<b>28.7%</b>	<b>29.0%</b>	<b>29.0%</b>	<b>29.5%</b>	<b>29.6%</b>		
<b>Total Quinte West Share of Facilities</b>	<b>7,111.4</b>	<b>7,108.9</b>	<b>7,243.5</b>	<b>7,261.3</b>	<b>7,299.4</b>	<b>7,299.4</b>	<b>7,357.8</b>	<b>7,352.7</b>	<b>7,494.9</b>	<b>7,505.1</b>		

Population	42,550	42,604	42,630	42,654	42,669	42,865	43,491	44,074	44,568	45,342
Per Capita Standard	0.1671	0.1669	0.1699	0.1702	0.1711	0.1703	0.1692	0.1668	0.1682	0.1655

10 Year Average	2011-2020
Quantity Standard	0.1685
Quality Standard	\$372
Service Standard	\$63

D.C. Amount (before deductions)	10 Year
Forecast Population	4,225
\$ per Capita	\$63
Eligible Amount	\$264,696



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

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2020 Value (\$/Vehicle)
Ambulances	19	20	22	22	21	16	16	17	16	19	\$232,000
Supervisor Emergency Vehicles	4	4	4	4	4	4	4	4	4	4	\$46,900
Ford Escape								2	2	2	\$29,300
Cargo Van / Emergency Support Unit	2	2	2	2	2	2	2	1	1	1	\$75,000
<b>Total</b>	<b>25</b>	<b>26</b>	<b>28</b>	<b>28</b>	<b>27</b>	<b>22</b>	<b>22</b>	<b>24</b>	<b>23</b>	<b>26</b>	
Percentage attributable to Quinte West	<b>28.0%</b>	<b>28.0%</b>	<b>28.5%</b>	<b>28.6%</b>	<b>28.7%</b>	<b>28.7%</b>	<b>29.0%</b>	<b>29.0%</b>	<b>29.5%</b>	<b>29.6%</b>	
<b>Total Quinte West Share of Vehicle</b>	<b>7.0</b>	<b>7.3</b>	<b>8.0</b>	<b>8.0</b>	<b>7.8</b>	<b>6.3</b>	<b>6.4</b>	<b>6.9</b>	<b>6.8</b>	<b>7.7</b>	

Population	42,550	42,604	42,630	42,654	42,669	42,865	43,491	44,074	44,568	45,342
Per Capita Standard	0.0002	0.0002	0.0002	0.0002	0.0002	0.0001	0.0001	0.0002	0.0002	0.0002

10 Year Average	2011-2020
Quantity Standard	0.0002
Quality Standard	\$155,800
Service Standard	\$31

D.C. Amount (before deductions)	10 Year
Forecast Population	4,225
\$ per Capita	\$31
Eligible Amount	\$131,651



Service: Social Housing  
Unit Measure: number of units

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2020 Bld'g Value (\$/unit)	Value/unit with land, site works, etc.
Social Housing Units	1,427	1,431	1,431	1,431	1,431	1,432	1,426	1,433	1,432	1,472	\$329,140	\$362,894
<b>Total</b>	<b>1,427</b>	<b>1,431</b>	<b>1,431</b>	<b>1,431</b>	<b>1,431</b>	<b>1,432</b>	<b>1,426</b>	<b>1,433</b>	<b>1,432</b>	<b>1,472</b>		
Percentage attributable to Quinte West	<b>28.0%</b>	<b>28.0%</b>	<b>28.5%</b>	<b>28.6%</b>	<b>28.7%</b>	<b>28.7%</b>	<b>29.0%</b>	<b>29.0%</b>	<b>29.5%</b>	<b>29.6%</b>		
<b>Total Quinte West Share of Facilities</b>	<b>399.6</b>	<b>400.5</b>	<b>408.1</b>	<b>409.1</b>	<b>411.3</b>	<b>411.6</b>	<b>413.1</b>	<b>414.9</b>	<b>422.6</b>	<b>435.0</b>		

Population	42,550	42,604	42,630	42,654	42,669	42,865	43,491	44,074	44,568	45,342
Per Capita Standard	0.0094	0.0094	0.0096	0.0096	0.0096	0.0096	0.0095	0.0094	0.0095	0.0096

10 Year Average	2011-2020
Quantity Standard	0.0095
Quality Standard	\$363,594
Service Standard	\$3,454

D.C. Amount (before deductions)	10 Year
Forecast Population	4,225
\$ per Capita	\$3,454
Eligible Amount	\$14,593,742



Service: Waste Diversion - Vehicles  
Unit Measure: No. of vehicles and equipment

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2020 Value (\$/Vehicle)
Contracted Vehicles			6	6	6	6	6	6	6	7	\$268,300
<b>Total</b>	-	-	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>7</b>	
Percentage attributable to Eligible Portion	0%	0%	40%	40%	40%	40%	40%	40%	40%	40%	
<b>Total Eligible Portion of Facilities</b>	-	-	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.8</b>	
Percentage attributable to Quinte West	46%	46%	46%	46%	46%	46%	46%	46%	46%	46%	
<b>Total Eligible Portion of Facilities</b>	-	-	<b>1.1</b>	<b>1.1</b>	<b>1.1</b>	<b>1.1</b>	<b>1.1</b>	<b>1.1</b>	<b>1.1</b>	<b>1.3</b>	

Population	42,550	42,604	42,630	42,654	42,669	42,865	43,491	44,074	44,568	45,342
Per Capita Standard (per 1,000)	-	-	0.0259	0.0259	0.0258	0.0256	0.0253	0.0249	0.0246	0.0283

10 Year Average	2011-2020
Quantity Standard (per 1,000)	0.0206
Quality Standard	\$268,300
Service Standard	\$6

D.C. Amount (before deductions)	10 Year
Forecast Population	4,225
\$ per Capita	\$6
Eligible Amount	\$23,407



Service: Waste Diversion - Equipment  
Unit Measure: No. of items

Description	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2020 Value (\$/item)
Green Bins			17,415	17,424	17,431	17,835	18,095	18,338	18,544	19,089	\$75
<b>Total</b>	-	-	<b>17,415</b>	<b>17,424</b>	<b>17,431</b>	<b>17,835</b>	<b>18,095</b>	<b>18,338</b>	<b>18,544</b>	<b>19,089</b>	
Percentage attributable to Eligible Portion	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
<b>Total Eligible Portion of Facilities</b>	-	-	<b>17,415</b>	<b>17,424</b>	<b>17,431</b>	<b>17,835</b>	<b>18,095</b>	<b>18,338</b>	<b>18,544</b>	<b>19,089</b>	

Population	42,550	42,604	42,630	42,654	42,669	42,865	43,491	44,074	44,568	45,342
Per Capita Standard	-	-	0.41	0.41	0.41	0.42	0.42	0.42	0.42	0.42

10 Year Average	2011-2020
Quantity Standard	0.3311
Quality Standard	\$75
Service Standard	\$25

D.C. Amount (before deductions)	10 Year
Forecast Population	4,225
\$ per Capita	\$25
Eligible Amount	\$104,907



# Appendix C

## Long Term Capital and Operating Cost Examination





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

As a requirement of the D.C.A. under subsection 10(2)(c), an analysis must be undertaken to assess the long-term capital and operating cost impacts for the capital infrastructure projects identified within the D.C. As part of this analysis, it was deemed necessary to isolate the incremental operating expenditures directly associated with these capital projects, factor in cost savings attributable to economies of scale or cost sharing where applicable, and prorate the cost on a per unit basis (i.e. sq.ft. of building space, per vehicle, etc.). This was undertaken through a review of the City's 2019 Financial Information Return.

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

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



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

SERVICE	ANNUAL LIFECYCLE EXPENDITURES	ANNUAL OPERATING EXPENDITURES	TOTAL ANNUAL EXPENDITURES
Roads and Related Services	1,027,113	1,268,790	2,295,903
Fire Protection Services	3,680	8,858	12,538
Police Services	4,602	500	5,102
Parks and Recreation Services	100,651	678,521	779,172
Library Services	45,644	143,732	189,376
Ambulance Services	18,791	30,482	49,273
Social Housing	5,805	32,293	38,099
Waste Diversion Services	16,494	13,705	30,199
Wastewater Services	411,356	2,386,074	2,797,430
Water Services	70,612	833,108	903,720
<b>TOTAL</b>	<b>1,704,749</b>	<b>5,396,062</b>	<b>7,100,811</b>



# Appendix D

## Local Service Policy



## Appendix D: Local Service Policy

Some of the need for services generated by additional development consists of local services related to a plan of subdivision. As such, they will be required as a condition of subdivision agreements or consent conditions. The following local service guidelines are proposed to delineate the jurisdiction for capital cost recovery (i.e. local service or D.C.s).

### 1. Roads

- a. Local streets and collector roads internal to development - Direct developer responsibility under s.59 of the D.C.A. (as a local service).
- b. Roads (collector and arterial) external to development - Include in D.C. calculation to the extent permitted under s.5(1) of the D.C.A. (dependent on local circumstances).
- c. Stream crossing and rail crossing road works, excluding underground utilities but including all other works within lands to be dedicated to the City or rail corridors - include in D.C. calculation to the extent permitted under s.5(1) of the D.C.A. (dependent on local circumstances).

### 2. Traffic Signals

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

### 3. Intersection Improvements

- a. New roads (collector and arterial) and road (collector and arterial) improvements – Include as part of road costing, to limits of ROW.
- b. Intersections improvements within specific developments and all works necessary to connect to entrances (private and specific subdivision) to the roadway - Direct developer responsibility under s.59 of D.C.A. (as a local service).



- c. Intersections with county roads and provincial highways – Include in D.C. calculation to the extent that they are City responsibility.
- d. Intersection improvements on other roads due to development growth increasing traffic – Include in D.C. calculation.

#### 4. Streetlights

- a. Streetlights on external roads – Include in D.C. calculation (linked to collector road funding source).
- b. Streetlights within specific developments – Direct developer responsibility under s.59 of D.C.A. (as a local service).

#### 5. Sidewalks

- a. Sidewalks on provincial and county roads – Include in area municipal D.C. or, in exceptional circumstances, may be local improvement or direct developer responsibility through local service provisions (s.59 of D.C.A.).
- b. Sidewalks on area municipal roads - Linked to collector road funding source.
- c. Other sidewalks external to development (which are a local service within the area to which the plan relates) - Direct developer responsibility as a local service provision (under s.59 of D.C.A.).

#### 6. Traffic Control Systems

- a. Include in D.C. calculation.

#### 7. Land Acquisition for Road Allowances

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



right-of-way); in areas with limited or no development, include in D.C. calculation (to the extent eligible).

#### 8. Land Acquisition for Easements

- a. Easement costs external to subdivisions shall be included in D.C. calculation.

#### 9. Storm Water Management

- a. Quality and quantity Works, direct developer responsibility through local service provisions (s. 59 of D.C.A.).

#### 10. Water

- a. Treatment facilities, pumping stations and works associated with zone boundaries to be included within the DC.
- b. Watermains external to subdivisions included in the DC.
- c. Marginal costs of waterworks within the subdivision included in DC at 300 mm nominal diameter or above.
- d. Connections to trunk mains and pumping stations to service specific areas, to be direct developer responsibility.

#### 11. Wastewater

- a. Treatment facilities and pumping stations to be included within the DC.
- b. Sanitary sewers external to subdivisions included in the DC.
- c. Marginal costs of sanitary sewer works within the subdivision included in DC at 200 mm nominal diameter or above and extra depth to accommodate external lands.
- d. Connections to trunk mains and pumping stations to service specific areas, to be direct developer responsibility.



# Appendix E

## Proposed Development Charges By-law

**The Corporation of the City of Quint West**  
**DRAFT By-Law Number 20-XXX**

**Being a By-law to Establish Development Charges For The Corporation of The City of Quinte West.**

**Whereas** the City of Quinte West will experience growth through development and re-development;

**And Whereas** development and re-development requires the provision of physical and social services by the City of Quinte West;

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

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

**And Whereas** the Council of the City of Quinte West had before it a report entitled Development Charges Background Study dated October 2, 2020, as amended, prepared by Watson & Associates Economists Ltd., wherein it is indicated that the development of any land within the City of Quinte West will increase the need for services as defined herein;

**And Whereas** the Council of The Corporation of the City of Quinte West has given notice of and held a public meeting on the 4th day of November, 2020 in accordance with the Act and the regulations thereto;

**And Whereas** by resolution adopted by Council of the City of Quinte West on December 7, 2020, Council has indicated its intent that the future excess capacity identified in the Development Charges Background Study, dated October 2, 2020, as amended, prepared by Watson & Associates Economists Ltd., shall be paid for by development charges or other similar charges;

**Now Therefore Be It Enacted By The Council For The Corporation Of The City of Quinte West As Follows:**

**1. INTERPRETATION**

1.1 In this By-law the following items shall have the corresponding meanings:  
"Act" means the *Development Charges Act*, as amended, or any successor thereof;

"Apartment unit" means any residential unit within a building containing more than four dwelling units where the units are connected by an interior corridor. Despite the foregoing, an apartment includes stacked townhouse dwellings;

"Bedroom" means a habitable room which can be used as sleeping quarters, but does not include a bathroom, living room, dining room or kitchen;

"Board of Education" has the same meaning as set out in the *Education Act*, R.S.O. 1990, c. E.2, as amended, or any successor thereof;



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

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

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

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

"Commercial core area – Trenton" means the geographic location designated on Schedule "C" of this By-law.

"Commercial core area – Frankford" means the geographic location designated on Schedule "D" of this By-law.

"Council" means the Council of the municipality;

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

"Development Charge" means a charge imposed with respect to this By-law;

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

use;

"Existing" means the number, use and size that existed as of the date this by-law was passed;

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

"Gross floor area" means:

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

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

"Institutional" means land, buildings; structures or any part thereof used by any organization, group or association for promotion of charitable, educational or benevolent objectives and not for profit or gain. For the purposes of Section 3.16, "institutional development" means development of a building or structure intended for use:

- (a) as a long-term care home within the meaning of subsection 2 (1) of the Long Term Care Homes Act, 2007;
- (b) as a retirement home within the meaning of subsection 2 (1) of the Retirement Homes Act, 2010;
- (c) by any institution of the following post-secondary institutions for the objects of the institution:
  - (i) a university in Ontario that receives direct, regular and ongoing operation funding from the Government of Ontario;
  - (ii) a college or university federated or affiliated with a university described in subclause (i); or
  - (iii) an Indigenous Institute prescribed for the purposes of section 6 of the Indigenous Institute Act, 2017;

- (d) as a memorial home, clubhouse or athletic grounds by an Ontario branch of the Royal Canadian Legion; or
- (e) as a hospice to provide end of life care;

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

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

"Multiple dwellings" means all dwellings other than single-detached, semi-detached and apartment unit dwellings.

"Municipality" means the Corporation of the City of Quinte West;

"Non-profit housing development" means development of a building or structure intended for use as residential premises by:

- (a) a corporation without share capital to which the Corporations Act applies, that is in good standing under that Act and whose primary objective is to provide housing;
- (b) a corporation without share capital to which the Canada Not-for-profit Corporation Act applies, that is in good standing under that Act and whose primary objective is to provide housing; or
- (c) a non-profit housing co-operative that is in good standing under the Co-operative Corporations Act;

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

"Official Plan" means the Official Plan adopted for the City, as amended and approved;

"Owner" means the owner of land or a person who has made application for an approval for the development of land upon which a development charge is imposed'

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

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

"Regulation" means any regulation made pursuant to the Act;

"Rental housing" means development of a building or structure with four or more dwelling units all of which are intended for use as rented residential premises;

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

"Residential use" means the use of a building or structure or portion thereof for one or more Dwelling Units. This also includes a Dwelling Unit on land that is used for an Agricultural Use;

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

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

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

"Servicing agreement" means an agreement between a landowner and the municipality relative to the provision of municipal services to specified land within the municipality;

"Single detached dwelling unit" means a residential building consisting of one dwelling unit and not attached to another structure;

"Stacked townhouse dwelling unit" means row dwelling units, one on top of each other"

"City" means the area within the geographic limits of the City of Quinte West; and

"Zoning By-law" means the Zoning By-laws of the City of Quinte West or any successor thereof passed pursuant to Section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended.

## **2. DESIGNATION OF SERVICES/CLASSES**

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

- (a) Roads and Related Services;
- (b) Fire Protection Services;
- (c) Police Services;
- (d) Transit Services;
- (e) Parks and Recreation Services;
- (f) Library Services;
- (g) Ambulance Services;
- (h) Social Housing;
- (i) Waste Diversion Services;
- (j) Water Services; and
- (k) Wastewater Services.

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

- (a) Growth Related Studies;

- 2.2 The components of the services designated in section 2.1 are described in Schedule "A".

### **3. APPLICATION OF BY-LAW RULES**

- 3.1 Development charges shall be payable in the amounts set out in this By-law where:
  - (a) the lands are located in the area described in section 3.2; and
  - (b) the development of the lands requires any of the approvals set out in Subsection 3.5(a).

#### **Area to Which By-law Applies**

- 3.2 Subject to section 3.3, this By-law applies to all lands in the City of Quinte West whether or not the land or use thereof is exempt from taxation under s.13 of the *Assessment Act*.
- 3.3 Notwithstanding clause 3.2 above, this by-law shall not apply to lands that are owned by and used for the purposes of:
  - (a) the municipality or a local board thereof;
  - (b) a board of education;
  - (c) the Corporation of the County of Hastings, County of Northumberland or a local board thereof;
  - (d) Lower Trent Conservation or Quinte Conservation;
  - (e) a public hospital under the *Public Hospitals Act*; or
  - (f) a place of worship exempt under s.3 of the *Assessment Act*.
- 3.4 Notwithstanding clause 3.2 above, the Water and Wastewater development charges shown in Schedule "B" only apply in areas where the respective service will be available.

#### **Approvals for Development**

- 3.5 (a) Development charges shall be imposed on all lands, buildings or structures that are developed for residential or non-residential uses if the development requires:
  - (i) the passing of a zoning by-law or of an amendment to a zoning by-law under section 34 of the *Planning Act*, R.S.O. 1990 c.P. 13, as amended;
  - (ii) the approval of a minor variance under section 45 of the *Planning Act*, R.S.O. 1990 c.P. 13, as amended;
  - (iii) a conveyance of land to which a by-law passed under subsection 50(7) of the *Planning Act*, R.S.O. 1990 c.P. 13, as amended applies;
  - (iv) the approval of a plan of subdivision under section 51 of the *Planning Act*, R.S.O. 1990 c.P. 13, as amended;
  - (v) a consent under section 53 of the *Planning Act*, R.S.O. 1990 c.P. 13, as amended;
  - (vi) the approval of a description under section 50 of the *Condominium Act*, S.O. 1998, C.19, as amended, or any successor thereof; or
  - (vii) the issuing of a permit under the *Building Code Act*, S.O. 1992,

C.23, as amended in relation to a building or structure

- (b) No more than one development charge for each service/class designated in Schedule “A”, shall be imposed upon any lands, buildings or structures to which this By-law applies even though two or more of the actions described in subsection 3.5(a) are required before the lands, buildings or structures can be developed.
- (c) Despite subsection 3.5(b), if two or more of the actions described in Subsection 3.5(a) occur at different times, additional development charges shall be imposed if the subsequent action has the effect of increasing the need for services.

Local Service Installation

3.6 Nothing in this By-law prevents Council from requiring, as a condition of an agreement under Section 41, 51 or 53 of the *Planning Act, R.S.O. 1990, c.P. 13, as amended*, that the owner, at his or her own expense, shall install or pay for such local services, within the Plan of Subdivision or Condominium or within the area to which the plan or site plan control agreement relates, as Council may require.

Exemptions

- 3.7 Notwithstanding the provisions of this By-law, development charges shall not be imposed with respect to:
- (a) an enlargement to an existing dwelling unit;
  - (b) one or two additional dwelling units in an existing single detached dwelling;
  - (c) one additional dwelling unit in any other existing residential building
  - (d) greater of one additional dwelling unit or 1% of the existing dwelling units in the building, subject to the following restrictions:

Item	Name of Class of Existing Residential Building	Description of Class of Existing Residential Buildings	Maximum Number of Additional Dwelling Units	Restrictions
1.	Existing single detached dwellings	Existing residential buildings, each of which contains a single dwelling unit, that are not attached to other buildings.	Two	The total gross floor area of the additional dwelling unit or units must be less than or equal to the gross floor area of the dwelling unit already in the building.
2.	Existing semi-detached dwellings or row dwellings	Existing residential buildings, each of which contains a single dwelling unit, that have one or two vertical walls, but no other parts, attached to other buildings.	One	The gross floor area of the additional dwelling unit must be less than or equal to the gross floor area of the dwelling unit already in the building.
3.	Existing rental residential buildings	Existing residential rental buildings, each of which contains four or more dwelling units.	Greater of one and 1% of the existing units in the building	None
4.	Other existing residential buildings	An existing residential building not in another class of residential building described in this table.	One	The gross floor area of the additional dwelling unit must be less than or equal to the gross floor area of the smallest dwelling unit already

				in the building.
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3.8 Notwithstanding section 3.7(b), development charges shall be imposed if the total gross floor area of the additional one or two units exceeds the gross floor area of the existing dwelling unit.

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

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

3.10 Notwithstanding the provisions of this By-law, development charges shall not be imposed with respect to the creation of a second dwelling unit in prescribed classes of proposed new residential buildings, including structures ancillary to dwellings, subject to he following restrictions:

Item	Name of Class of Proposed New Residential Buildings	Description of Class of Proposed New Residential Buildings	Restrictions
1.	Proposed new detached dwellings	Proposed new residential buildings that would not be attached to other buildings and that are permitted to contain a second dwelling unit, that being either of the two dwelling units, if the units have the same gross floor area, or the smaller of the dwelling units.	<p>The proposed new detached dwelling must only contain two dwelling units.</p> <p>The proposed new detached dwelling must be located on a parcel of land on which no other detached dwelling, semi-detached dwelling or row dwelling would be located.</p>
2.	Proposed new semi-detached dwellings or row dwellings	Proposed new residential buildings that would have one or two vertical walls, but no other parts, attached to other buildings and that are permitted to contain a second dwelling unit, that being either of the two dwelling units, if the units have the same gross floor area, or the smaller of the dwelling units.	<p>The proposed new semi-detached dwelling or row dwelling must only contain two dwelling units.</p> <p>The proposed new semi-detached dwelling or row dwelling must be located on a parcel of land on which no other detached dwelling, semi-detached dwelling or row dwelling would be located.</p>
3.	Proposed new residential buildings that would be ancillary to a proposed new detached dwelling, semi-detached	Proposed new residential buildings that would be ancillary to a proposed new detached dwelling, semi-detached dwelling or row dwelling and that are permitted to contain a	<p>The proposed new detached dwelling, semi-detached dwelling or row dwelling, to which the proposed new residential building would be ancillary, must only contain one dwelling unit.</p> <p>The gross floor area of the dwelling unit in the proposed new residential building must be equal to or less than the gross</p>

	dwelling or row dwelling	single dwelling unit.	floor area of the detached dwelling, semi-detached dwelling or row dwelling to which the proposed new residential building is ancillary.
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3.11    **Other Exemptions**

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

- a)        Industrial development including enlargements to existing buildings.
- b)        Where a lot levy, impost fee or development charge was collected as a condition for a lot created by consent pursuant to Section 53 of *Planning Act*, R.S.O. 1990 c.P. 13, as amended, then the amount collected shall be deducted from the Development Charges payable at the time a building permit is issued.
- c)        A grant equal to the calculated charge for residential and non-residential development within the commercial core areas as defined by Schedules "C" and "D" may be provided subject to the development complying with the guidelines and other requirements included in Community Improvement Plan(s) approved under Section 28 of the *Planning Act*, R.S.O. c.P. 13, 1990, as amended.

**Amount of Charges**

**Residential**

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

**Non-Residential**

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

**Reduction of Development Charges for Redevelopment**

- 3.14    Despite any other provisions of this By-law, where, as a result of the redevelopment of land, a building or structure existing on the same land within 3 years prior to the date of payment of development charges in regard to such redevelopment was, or is to be demolished, in whole or in part, or converted from one principal use to another principal use on the same land, in order to facilitate the redevelopment, the development charges otherwise payable with respect to such redevelopment shall be reduced by the following amounts:
- (a)        in the case of a residential building or structure, or in the case of a mixed-use building or structure, the residential uses in the mixed-use building or structure, an amount calculated by multiplying the applicable development charge under subsection 3.12 by the



- number, according to type, of dwelling units that have been or will be demolished or converted to another principal use; and
- (b) in the case of a non-residential building or structure or, in the case of mixed-use building or structure, the non-residential uses in the mixed-use building or structure, an amount calculated by multiplying the applicable development charges under subsection 3.13, by the gross floor area that has been or will be demolished or converted to another principal use;

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

### **Time of payment of Development Charges**

- 3.15 Development charges imposed under this By-law are calculated, payable, and collected upon issuance of a building permit for the development.
- 3.16 Notwithstanding Subsection 3.15, Development Charges for rental housing and institutional developments are due and payable in 6 installments commencing with the first installment payable on the date of occupancy, and each subsequent installment, including interest, payable on the anniversary date each year thereafter.
- 3.17 Notwithstanding Subsection 3.15, Development Charges for non-profit housing developments are due and payable in 21 installments commencing with the first installment payable on the date of occupancy, and each subsequent installment, including interest, payable on the anniversary date each year thereafter.
- 3.18 Where the development of land results from the approval of a Site Plan or Zoning Bylaw Amendment received on or after January 1, 2020, and the approval of the application occurred within 2 years of building permit issuance, the Development Charges under Subsections 3.12 and 3.13 shall be calculated on the rates set out in Schedule "B" on the date of the planning application, including interest. Where both planning applications apply Development Charges under Subsections 3.12 and 3.13 shall be calculated on the rates, including interest, set out in Schedules "B" on the date of the later planning application.
- 3.19 Despite sections 3.15 to 3.18, Council from time to time, and at any time, may enter into agreements providing for all or any part of a development charge to be paid before or after it would otherwise be payable, in accordance with section 27 of the Act.
- 3.20 Interest for the purposes of sections 3.16 to 3.18 shall be determined as the bank of Canada prime lending rate on the date of building permit issuance. Notwithstanding the foregoing, the interest rate shall not be less than 0%.

## **4. PAYMENT BY SERVICES**

- 4.1 Despite the payment required under subsections 3.12 and 3.13, Council may, by agreement, give a credit towards a development charge in exchange for work that relates to a service to which a development charge relates under this By-law.

5. **INDEXING**

- 5.1 Development charges imposed pursuant to this By-law shall be adjusted annually, without amendment to this By-law, on December 31st of each year, in accordance with the prescribed index in the Act.

6. **SCHEDULES**

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

Schedule "A"	Components of Services and Classes Designated in section 2.1
Schedule "B"	Residential and Non-Residential Development Charges
Schedule "C"	Map of Commercial Core Area - Trenton
Schedule "D"	Map of Commercial Core Area – Frankford

7. **CONFLICTS**

- 7.1 Where the City and an owner or former owner have entered into an agreement with respect to land within the area to which this By-law applies, and a conflict exists between the provisions of this By-law and such agreement, the provisions of the agreement shall prevail to the extent that there is a conflict.
- 7.2 Notwithstanding section 7.1, where a development which is the subject of an agreement to which section 7.1 applies, is subsequently the subject of one or more of the actions described in subsection 3.5(a), an additional development charge in respect of the development permitted by the action shall be calculated, payable and collected in accordance with the provisions of this By-law if the development has the effect of increasing the need for services, unless such agreement provides otherwise.

8. **SEVERABILITY**

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

9. **HEADINGS FOR REFERENCE ONLY**

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

10. **DATE BY-LAW IN FORCE**

- 10.1 This By-law shall come into force and effect on January 1, 2021.

11. **DATE BY-LAW EXPIRES**

- 11.1 This By-law will expire five years after the effective date, unless it is repealed by Council at an earlier date.

12. **EXISTING BY-LAW REPEALED**

- 12.1 By-law Number 16-012 is hereby repealed as of the date and time of this By-law coming into effect.

13. **SHORT TITLE**

13.1 This By-law may be cited as the "City of Quinte West Development Charges By-law 2020".

**Read a First, Second and Third Time and Finally Passed This 7<sup>th</sup> Day of December, 2020.**

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Jim Harrison, Mayor

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Kevin Heath, City Clerk

**SCHEDULE "A" TO BY-LAW 20-XXX**  
**COMPONENTS OF SERVICES and CLASSES DESIGNATED IN SUBSECTION**  
**2.1**

**D.C. Eligible Services**

- Roads and Related Services
- Fire Protection Services
- Police Services
- Transit Services
- Parks and Recreation Services
- Library Services
- Ambulance Services
- Social Housing
- Waste Diversion Services
- Wastewater Services
- Water Services

**D.C. Eligible Classes**

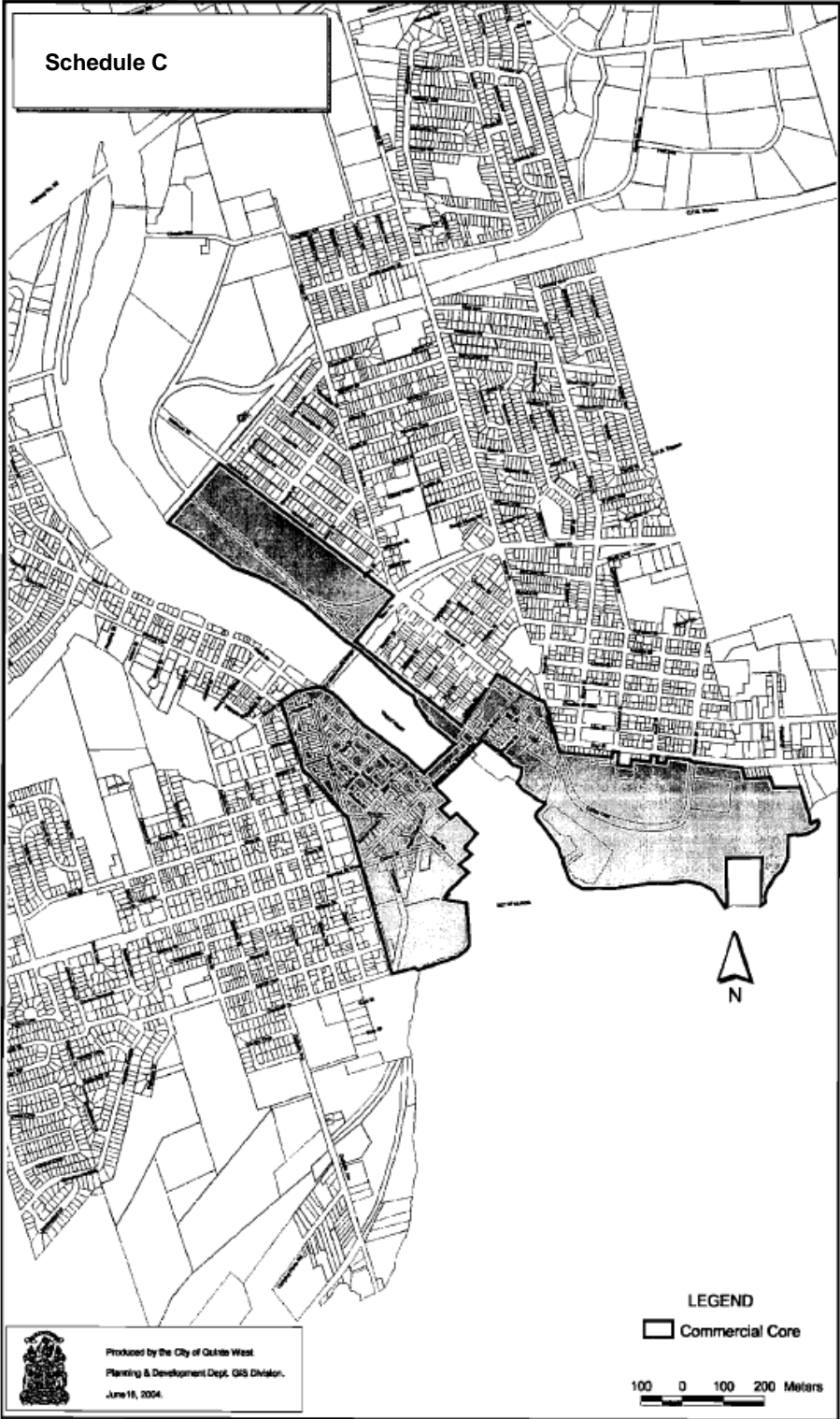
- Growth Studies
  - Roads and Related Services
  - Fire Protection Services
  - Police Services
  - Transit Services
  - Parks and Recreation Services
  - Library Services
  - Ambulance Services
  - Social Housing
  - Waste Diversion Services
  - Wastewater Services
  - Water Services

SCHEDULE "B" to BY-LAW 20-XXX

SCHEDULE OF DEVELOPMENT CHARGES

Service/Class	RESIDENTIAL				NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Other Multiples	(per sq.m. of Gross Floor Area)
Municipal Wide Services/Classes:					
Roads and Related Services	3,395	2,492	1,438	2,396	16.60
Fire Protection Services	170	125	72	120	0.88
Police Services	464	341	196	327	2.40
Transit Services	54	40	23	38	0.28
Parks and Recreation Services	287	211	122	203	0.28
Library Services	141	103	59	99	0.13
Ambulance Services	166	122	71	117	0.86
Social Housing	29	21	12	20	0.00
Waste Diversion Services	76	55	32	53	0.00
Growth Studies	47	35	19	33	0.24
Total Municipal Wide Services/Classes	4,829	3,545	2,044	3,406	21.67
Urban Services					
Wastewater Services	5,350	3,927	2,266	3,775	27.53
Water Services	765	562	324	540	3.94
Total Urban Services	6,115	4,489	2,590	4,315	31.47
GRAND TOTAL RURAL AREA	4,829	3,545	2,044	3,406	21.67
GRAND TOTAL WATER ONLY SERVICED AREA	5,594	4,107	2,368	3,946	25.61
GRAND TOTAL URBAN AREA	10,944	8,034	4,634	7,721	53.14

**SCHEDULE "C" TO BY-LAW 20-XXX**  
**MAP OF COMMERCIAL CORE AREA - TRENTON**



SCHEDULE "D" TO BY-LAW 20-XXX  
MAP OF COMMERCIAL CORE AREA - FRANKFORD

