REGIONAL MUNICIPALITY OF YORK

York Region

DRAFT

2007 DEVELOPMENT CHARGE BACKGROUND STUDY

March 22, 2007



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Executive Summary

The current Development Charge By-law, enacted in June 2003, is due to expire on June 22, 2007. This Background Study has been prepared in accordance with the *Development Charges Act, 1997* to determine the appropriate rates to be included in a new Development Charge By-law, to be enacted prior to June 22, 2007.

Development Charge Cost Summary

The following summarizes the capital costs provided for in the Development Charge ("DC") Background Study.

Infrastructure Capital Costs

There have been significant increases in infrastructure costs due to:

- Higher levels of scrutiny from the Provincial government, resulting in changes to construction methods and increased environmental mitigation requirements imposed by the Province;
- Financing costs associated with accelerated capital plans to service the increased population growth; and
- Significant cost increases in the construction industry.

It is estimated that $6.8 billion of infrastructure will be required to service growth within York Region to the year 2031 for Roads, Water and Sewer. It is estimated that $0.9 billion of infrastructure will be required to service growth to 2016 for general services and a further $1.0 billion for the Spadina subway extension. This compares to $3.5 billion included in the 2003 Background Study for water, sewer and Regional roads; and $2.2 billion for general services including regional transit. (The regional transit figure was subsequently amended in resolution to an appeal.)

Capital Infrastructure Costs:

Category	**Estimated Costs**
Transportation - Roads	$4,082.2 M
Sewer	$1,897.8 M
Transportation - Subway	$973.3 M
Water	$861.7 M
Transportation - Transit (excluding subway)	$784.3 M
General (excluding transit)	$135.0 M
Total	**$8,734.3 M**

Once the above figures are adjusted to exclude capital grants, subsidies, other contributions that will be made to York Region towards infrastructure capital costs, the total capital costs attributable to development are $4,941.6 million.

Water Supply Infrastructure Costs

It is estimated that $861.7 million of water supply infrastructure will be required to service growth within York Region to the year 2031, compared to $833.5 million (prorated to $747.7 million for post period benefit) included in the 2003 DC By-law, subsequently amended to $1,068.7 million (prorated to $892.1 million for post period benefit) in 2005. Once costs associated with benefit to existing of $11.1 million and post-period benefit costs of an estimated $97.9 million are deducted, that leaves a net of $752.7 million growth-related capital costs for the 2007 DC By-law.

The following compares the costs included in the 2003 by-law and 2005 Amendment with costs to be included in the 2007 DC By-law.

	2003 DC By-law	**2005 Amendment**	**2007 DC By-law Gross Capital Costs**
Pumping	$13.8 M	$13.8 M	$15.0 M
Storage	$57.6 M	$57.6 M	$92.8 M
Wells	$12.4 M	$12.4 M	$37.1 M
Transmission	$394.4 M	$356.4 M	$135.4 M
Treatment	$37.2 M	$27.2 M	$22.6 M
Third Party Capital	$275.2 M	$548.4 M	$548.6 M
Other	$42.8 M	$42.8 M	$10.1 M
Total Capital Costs	**$833.5 M**	**$1,068.7 M**	**$861.7 M**

Sewage Servicing Infrastructure Costs

It is estimated that $1,897.8 million of sewage servicing infrastructure will be required to service growth within York Region to the year 2031, compared to $881.7 million (prorated to $680.1 million for post period benefit) included in the 2003 DC By-law, subsequently amended to $1,180.3 million (prorated to $785.3 million) in 2005. Once costs for benefit to existing of $40.5 million and post-period benefit costs of an estimated $268.9 million are deducted, that leaves a net of $1,588.3 million growth-related capital costs for the 2007 DC By-law.

The following compares the costs included in the 2003 by-law and 2005 Amendment with costs to be included in the 2007 DC By-law.

	2003 DC By-law	2005 Amendment	2007 DC By-law Gross Capital Costs
Pumping	$48.9 M	$48.9 M	$39.7 M
Trunk Sewers	$390.3 M	$500.8 M	$1,091.3 M
Treatment	$39.0 M	$39.0 M	$87.3 M
Third Party Capital	$403.5 M	$591.6 M	$644.3 M
Other	$0.0 M	$0.0 M	$35.2 M
Total Capital Costs	**$881.7 M**	**$1,180.3 M**	**$1,897.8 M**

Transportation Infrastructure Costs

It is estimated that $4.1 billion of transportation (roads) infrastructure will be required to service growth within York Region to the year 2031 and $0.8 billion of transit infrastructure to the year 2016.

The following is a comparison of transportation capital costs included in the 2003 by-law and the proposed DC By-law.

	2003 DC By-law	2007 DC By-law
Roads	$1,829.9 M	$4,082.2 M
Transit	$2,152.0 M	$784.3 M
Subway	na	$973.3 M
Total	**$3,981.9 M**	**$5,839.8 M**

General Services

The general service component of York Region's development charge consists of police, emergency medical services, long term care, public health, public works and capital growth studies. Gross capital costs associated with these services total $135.0 million to the year 2016.

	2003 DC By-law	2007 DC By-law
Police	$26.9 M	$56.7 M
EMS	$14.4 M	$6.7 M
Capital Growth Studies	$4.0 M	$4.0 M
Long Term Care	$29.3 M	$48.1 M
Public Health	$2.9 M	$5.3 M
Public Works	$9.6 M	$14.2 M
Total	**$87.0 M**	**$135.0 M**

Proposed Full Cost Development Charge Rates

The proposed Full Cost Recovery DC Rates are as follows.

Residential Development Charge Rates – Full Cost Recovery

	Single and Semi-Detached	Multiple Unit Dwelling	Apartments	
			2 or more Bedroom	Less than 2 Bedrooms
Hard Services				
Water	$3,006	$2,491	$1,878	$1,211
Sewer *	$9,578	$7,937	$5,984	$3,859
Roads	$6,913	$5,728	$4,319	$2,785
Subtotal - Hard	$19,497	$16,156	$12,181	$7,855
Transit	$497	$398	$293	$200
General Services				
Police	$274	$219	$162	$110
EMS	$68	$54	$40	$27
Growth Studies	$36	$29	$21	$14
Long Term Care	$232	$186	$137	$93
Public Health	$62	$50	$37	$25
Public Works	$91	$73	$54	$37
Subtotal - General	$762	$610	$450	$305
GO Transit **	$296	$233	$171	$108
Total Excl. Subway	$21,052	$17,397	$13,095	$8,468
Subway***	$1,918	$1,534	$1,132	$773
Total	**$22,970**	**$18,931**	**$14,227**	**$9,241**

- * Rates do not apply to the Nobleton community.
- ** Not subject to this review.
- *** Not imposed until revised DC legislation is adopted.

(Note: The GO Transit and the Nobleton Sewer rates are those in effect as of the preparation of this background study.)

Non-Residential Development Charge Rates

	Industrial / Office / Institutional	Retail	Average Non-Residential
Water	$1.97	$2.74	$2.62
Sewer*	$4.41	$5.30	$4.92
Roads	$3.25	$11.29	$5.03
Transit	$0.18	$0.61	$0.28
General	$0.20	$0.30	$0.22
Total Excl. Subway	$10.02	$20.24	$13.07
Subway**	$0.70	$2.36	$1.07
Total	**$10.71**	**$22.60**	**$14.14**

* Rates do not apply to the Nobleton community.

** Not imposed until revised DC legislation is adopted.

(Note: The Nobleton Sewer rates are those in effect as of the preparation of this background study.)

Key Issues

Some key issues that were reviewed as part of this Background Study are as highlighted as follows:

- Population / Employment Projections – The current DC By-law uses projections included in the Regional Official Plan to the year 2026, which have been approved by Regional Council. The Province of Ontario has recently issued its population and employment projections to the year 2031 contained in the *Places to Grow Act*, which are higher than York Region's current projections. Regional Council has not adopted these forecasts. Details regarding the growth forecast assumptions can be found in Section 3.
- Capital Cost Updates – Approximately 97% of the costs included in the current DC By-law pertain to transportation, water, and sewer infrastructure. These costs are based on current budget estimates. Since the completion of York Region's infrastructure master plans prior to the 2003 DC By-law, York Region's capital program has experienced significant cost pressures. York Region has commenced updates to these master plans; however they are not scheduled to be completed until late 2007 / early 2008, past the expiry of the current DC By-law. In lieu of the completed master plans, updated cost estimates for capital projects from the existing master plans have been used.
- DC Discount – The current non-residential development charge is split into two categories: retail and industrial / office / institutional development ("non-retail"). As an economic incentive to development, in 2003 Council reduced the non-residential charge. In accordance with the

DC Act, the revenue shortfall resulting from this discount must be recovered from non-DC sources, i.e., tax levy and user rates. These discounts are projected to cost an average of $17 million per year on the tax levy (approximately 3% Regional tax pressure), and approximately $30 million per year on the water/sewer user rate. Options on reducing / eliminating this financial impact have been shown in Section 8.

- Centres and Corridors – A study undertaken on behalf of York Region reviewed whether there is a cost justification to reduce DC rates in centres and corridors, in order to promote intensification in these areas. This is discussed in Section 8.
- Calculation methodologies – As part of the 2003 DC By-law process, York Region was challenged on certain assumptions used in the DC rate calculation.
  - Retail / Non-retail Cost Split – The non-residential DC rate is split into two categories: retail development and industrial / office / institutional ("non-retail") development. Non-residential capital costs are allocated to these categories based on an assessment of the consumption of each service by retail and non-retail uses. York Region's 2003 DC By-law was challenged regarding the cost split between retail and non-retail uses, particularly for water and wastewater. As part of the settlement of that appeal, York Region committed to looking at using employment forecasts to split these costs. The proposed splits for the 2007 By-law are detailed in Section 8.
  - Excess Capacity / Post Period Benefit – The *DC Act* states that capital costs to be recovered from development charges must be reduced by the costs associated with a municipality's excess capacity for the service component. Some of the water and sewer infrastructure included in York Region's master plans have capacity to service population beyond the timeframe of the DC by-law forecast (25 years), a portion of these costs must be excluded from the current DC By-law, but can be recovered in future DC by-laws. York Region's methodology for calculating the cost of excess capacity has been challenged. York Region agreed to review this methodology as part of the DC By-law review. The details pertaining to this calculation are shown in Section 8.
- Transit DC Calculation – The ten year transit capital program included in the 2003 DC By-law review totalled $2.2 billion, with approximately two-thirds of the cost assumed to be recovered from senior levels of government. The *DC Act* state that the costs eligible to be recovered from DC must be calculated using a service level based on the average of the previous ten years. This penalizes municipalities like York Region that are introducing new services, as there is a minimal historic service level, which results in a smaller component of future costs that can be

recovered from DC. In 2003, York Region used the future ten-year average. This was challenged, and although that appeal was resolved, the resolution did not follow *DC Act* requirements. York Region reviewed the methodology for calculating the transit DC as part of this Background Study and has reverted to using the current *DC Act* methodology for traditional transit. It should be noted that the Province of Ontario is expected to enact legislation to address development charge funding for the Spadina subway extension that more closely matches York Region's transit methodology from the 2003 By-law. This expected separate methodology has been used to calculate rates for the subway extension. As such, the subway component of the development charge will not be in effect until the revised legislation is enacted.

- It should be noted that in November 2001 Council enacted a separate DC By-law to recover York Region's share of growth-related capital costs associated with GO Transit services. As the GO Transit DC By-law does not expire until December 2008, this DC By-law review will not include a review of GO Transit capital costs.

1. Introduction

York Region covers 1,776 square kilometres from Lake Simcoe in the north to Steeles Avenue in the south. It borders Simcoe County and Peel Region in the west and Durham Region in the east. York Region's landscape includes farmlands, wetlands and kettle lakes, the Oak Ridges Moraine and over 2,070 hectares of regional forest. York Region is one of the fastest growing municipalities in Ontario.

In order to service this growth, additional infrastructure is required. York Region's infrastructure is at or near capacity in many areas, and without spending to accommodate forecasted growth York Region's infrastructure will reach critical limits.

The Purpose of Development Charges

Development charges are imposed to recover growth-related capital costs from the development which cause the costs of growth. In accordance with the *Development Charges Act (the DC Act)*, development charges are imposed where the development of land increases the need for capital services. This "growth pays for growth" methodology is identified in the Financial Management Policies of the Regional Official Plan and ensures that existing tax payers are not burdened by the cost of growth.

York Region has thoroughly examined its capital programs and has identified those specifically required to support the forecasted growth. The costs of these programs are significant. Development charges have been and will remain a key source of funding for these programs.

The current Development Charge By-law is due to expire in June 2007. This Background Study has been prepared in order to determine the appropriate rates to be included in the new By-law, effective June 2007.

Current Development Charges

The following chart outlines the residential development charge rates in effect throughout the Regional Municipality of York:

Effective June 23, 2006 to June 22, 2007

	Single & Semi-detached	Multiple Unit Dwelling	Apartments – 2 + Bedrooms	Apartments - < 2 bedrooms
Water	$4,811	$4,124	$3,024	$1,925
Sewer *	$4,721	$4,047	$2,968	$1,888
Roads	$4,613	$3,956	$2,901	$1,842
Subtotal	*$14,145*	*$12,127*	*$8,893*	*$5,655*
Transit	$1,261	$1,042	$769	$490
General Services	$547	$444	$324	$207
GO Transit	$296	$233	$171	$108
Total	**$16,249**	**$13,846**	**$10,157**	**$6,460**
Nobleton Sewer	$7,085	$6,351	$4,444	$3,060

* Rates do not apply to the Nobleton community.

- The following chart outlines the non-residential development charge rates in effect throughout the Regional Municipality of York:

Effective June 23, 2006 to June 22, 2007

	Per Square Foot of Gross Floor Area		Per Square Metre of Gross Floor Area	
	Industrial / Office / Institutional	Retail	Industrial / Office / Institutional	Retail
Water	$0.74	$1.74	$7.97	$18.73
Sewer *	$0.71	$1.67	$7.64	$17.98
Roads	$1.84	$3.50	$19.81	$37.67
Transit	$0.51	$0.75	$5.49	$8.07
General Services	$0.17	$0.22	$1.83	$2.37
Total	**$3.97**	**$7.88**	**$42.74**	**$84.82**
Nobleton Sewer	$4.83	$4.83	$51.94	$51.94

* Rates do not apply to the Nobleton community.

Neighbouring Municipalities

- The City of Toronto, Durham Region, Peel Region and Halton Region all have development charge by-laws currently in effect. The County of Simcoe introduced county-wide development charges in 2006, with enactment of a by-law in July of last year.

- Of the neighbouring municipalities, the City of Toronto does not currently impose development charges on industrial, office or institutional development and Durham Region exempts industrial development from the payment of development charges. These exemptions are made in order to encourage these types of development.
- There are variances between and within municipalities in terms of the categories for applying development charges and the services for which they apply. A number of municipalities have area-specific charges in addition to region-wide charges.
- Attached are development charge rates in effect in neighbouring municipalities as of February 1, 2007.

Current Development Charges
Residential & Non-Residential
As of February 1st, 2007

	Residential				Non-Residential	
			Apartments			
	Single and Semi-Detached	*Multiple Units Dwellings*	*2 or more Bedroom*	*Less than 2 Bedroom*	*Industrial*	*Retail*
					$ per square foot of gross floor area	
York Region *	$ 16,249	$ 13,846	$ 10,157	$ 6,460	$ 3.97	$ 7.88
Aurora	$ 10,173	$ 8,081	$ 5,985	$ 4,490	$ 2.32	$ 2.32
East Gwillimbury *	$ 5,462	$ 4,528	$ 3,414	$ 2,350	$ 1.48	$ 1.48
Georgina	$ 3,590	$ 3,472	$ 2,471	$ 1,704	$ 1.28	$ 1.28
King *	$ 9,598	$ 8,310	$ 5,813	$ 4,002	$ 4.05	$ 4.05
Markham	$ 8,586	$ 6,745	$ 5,748	$ 3,653	$ 1.04	$ 1.04
Newmarket	$ 7,516	$ 6,043	$ 4,765	$ 3,032	$ 0.97	$ 0.97
Richmond Hill *	$ 8,859	$ 7,341	$ 4,809	$ 4,809	$ 0.97	$ 2.35
Vaughan	$ 9,568	$ 8,202	$ 5,332	$ 5,332	$ 1.54	$ 1.54
Whitchurch-Stouffville*	$ 7,488	$ 5,154	$ 4,255	$ 3,806	$ 4.36	$ 4.36
Region of Durham	$ 13,332	$ 11,198	$ 7,758	$ 4,921		$ 5.02
Ajax	$ 9,189	$ 7,704	$ 4,784	$ 3,399	$ 1.89	$ 2.86
Brock	$ 9,389	$ 7,446	$ 5,504	$ 5,504	$ 3.76	$ 3.76
Clarington	$ 9,383	$ 8,229	$ 6,353	$ 4,043	$ 2.00	$ 3.64
Oshawa	$ 7,094	$ 6,300	$ 4,244	$ 3,358	$ 3.14	$ 3.14
Pickering	$ 9,207	$ 7,476	$ 5,230	$ 3,428	$ 2.50	$ 2.50
Scugog*	$ 10,388	$ 8,239	$ 6,089	$ 6,089	$ 5.10	$ 5.10
Uxbridge	$ 9,413	$ 8,560	$ 5,704	$ 5,704	$ -	$ 3.61
Whitby	$ 9,110	$ 7,592	$ 5,497	$ 3,534	$ 1.56	$ 3.12
Peel Region	$ 8,302	$ 8,302	$ 5,930	$ 3,084	$ 3.10	$ 4.29
Brampton	$ 16,214	$ 16,214	$ 11,922	$ 6,199	$ 3.40	$ 5.23
Caledon	$ 13,624	$ 12,393	$ 9,071	$ 5,243	$ 1.71	$ 2.61
Missisauga	$ 8,488	$ 8,488	$ 6,063	$ 3,153	$ 2.84	$ 3.49
Halton Region non HUSP	$ 12,078	$ 8,128	$ 6,929	$ 4,653	$ 5.93	$ 9.15
Halton Region HUSP	$ 20,092	$ 13,982	$ 11,687	$ 7,862	$ 9.83	$ 9.83
Burlington*	$ 7,682	$ 4,191	$ 4,090	$ 2,791	$ 2.69	$ 2.69
Halton Hills	$ 7,851	$ 6,253	$ 4,400	$ 3,011	$ 2.62	$ 2.62
Milton	$ 9,158	$ 6,944	$ 5,221	$ 3,450	$ 3.01	$ 3.01
Oakville*	$ 10,911	$ 8,587	$ 6,940	$ 4,000	$ 5.08	$ 5.08
Region Waterloo	$ 6,773	$ 5,135	$ 3,895	$ 3,895	$ 4.04	$ 4.04
Cambridge	$ 7,933	$ 7,933	$ 4,761	$ 4,761	$ 1.35	$ 1.35
Kitchener	$ 7,540	$ 4,940	$ 4,940	$ 4,940	$ 1.10	$ 1.10
Waterloo	$ 10,144	$ 7,600	$ 5,967	$ 3,140	$ 3.17	$ 3.17
Toronto	$ 10,415	$ 8,288	$ 6,755	$ 4,198	$ -	$ 7.77

*Area specific charges may apply

2. Development Charge Calculation Methodology

Overview

The DC Act provides that a municipality must determine the following regarding the calculation of the development charge:

- the anticipated amount, type and location of development;
- the increase in need for service attributable to growth;
- the average quality and quantity service level attained over the most recent prior 10 year period;
- the increase in capital costs (including oversized capacity);
- the portion of increased capital costs that will benefit growth; and
- the amount of any subsidies or other contributions regarding the capital costs.

In addition, the legislation requires that the Background Study include an analysis for each service of the long term capital and operating costs.

Regional staff has undertaken a comprehensive review of all growth-related capital infrastructure required for the Regional Official Plan 2026 growth projections. Over 97% of growth-related capital costs incorporated in the Draft DC Background Study are for water, sewer and transportation works ("hard" services). Each service area has been independently reviewed and costs apportioned to growth/non-growth and residential/non-residential uses.

Assumptions

The DC rates calculated in the draft background study are based on a full cost recovery methodology. That is, no discount of the residential or non-residential DC rate has been applied to the calculated DC rates. However, the draft DC Background Study does include options for discounting the non-residential DC rate for Council consideration.

3. Growth Forecast

In order to prepare this background study, forecast data was required. Specifically, forecasts were required for the population and employment in York Region, the type (singles/semis, rows, apartments) and number of new housing units, the number of building permits expected to be issued, the population density (population per unit), and the new gross floor area added in non-residential development.

Population and Employment

The Regional Official Plan ("ROP") was used as the basis for the forecasts of population and employment growth in York Region over the next twenty-five years.

Population forecasts were prepared for mid-year and end year and include an adjustment for the Census undercount. The population figures included in this analysis exclude the institutional population of York Region.

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GROWTH FORECAST

Occupied Units and Associated Population

	Number of Occupied Housing Units (1)	Total Population (2)	p.p.u.
1. End of 2005	273,358	909,641	3.33
2. Growth (occupied) 2005 to March 2015	99,960		
3. End of 2015	373,318	1,171,780	3.14
4. Growth (occupied) 2015 to Sept. 2025	81,015		
5. Mid-2026	454,334	1,344,827	2.96
6. Growth (occupied) 2026 to Sept. 2030	33,278		
7. Mid-2031	487,611	1,409,197	2.89

Notes:
(1) Occupied housing units based on Regional Official Plan population forecast with 5 year forward adjustment and person per unit forecast.
(2) Total Population - excludes institutional population.

In terms of the population per unit figures for the various housing types, the following assumptions were used.

Housing Type:	10 year average p.p.u.'s	25 year average p.p.u.'s
Single / Semi	3.64	3.48
Multiple Dwelling Unit	2.91	2.88
Apartments - 2 + bedrooms	2.15	2.17
Apartments – 1 or less bedrooms	1.47	1.40
Total Apartments	1.89	1.89
Total	**3.36**	**3.25**

The employment forecast is also based on the ROP forecast model with a 5-year forward adjustment.

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GROWTH FORECAST

	Year	Population Growth		Occupied Housing Units		Population in New Housing Units		
		End of Year (1)	Net Growth (3)	End of Year (2)	New Units (3)	2005 - 2015	2005 - Mid 2026	2005 - Mid 2031
						p.p.u. = 3.14	p.p.u. = 2.96	p.p.u. = 2.89
	2001	**775,100**		**230,803**				
	2002	815,129	40,029	243,277	12,474			
	2003	848,067	32,938	253,687	10,410			
	2004	881,743	33,676	264,366	10,679			
	2005	909,641	27,898	273,358	8,992			
1	2006	939,888	30,246	283,099	9,741	30,574	28,832	28,151
2	2007	965,858	25,970	293,612	10,513	33,000	31,120	30,384
3	2008	994,817	28,960	304,126	10,513	33,000	31,120	30,384
4	2009	1,023,754	28,937	314,639	10,513	33,000	31,120	30,384
5	2010	1,052,719	28,965	325,152	10,513	33,000	31,120	30,384
6	2011	1,078,800	26,080	335,177	10,024	31,465	29,672	28,970
7	2012	1,102,007	23,207	344,712	9,535	29,930	28,225	27,557
8	2013	1,125,265	23,258	354,247	9,535	29,930	28,225	27,557
9	2014	1,148,522	23,258	363,783	9,535	29,930	28,225	27,557
10	2015	1,171,780	23,258	373,318	9,535	29,930	28,225	27,557
11	2016	1,191,826	20,046	381,974	8,656		25,622	25,016
12	2017	1,208,661	16,835	389,751	7,777		23,019	22,474
13	2018	1,225,496	16,835	397,527	7,777		23,019	22,474
14	2019	1,242,331	16,835	405,304	7,777		23,019	22,474
15	2020	1,259,166	16,835	413,080	7,777		23,019	22,474
16	2021	1,275,308	16,142	420,705	7,625		22,569	22,036
17	2022	1,290,757	15,449	428,178	7,473		22,120	21,597
18	2023	1,306,206	15,449	435,651	7,473		22,120	21,597
19	2024	1,321,654	15,449	443,124	7,473		22,120	21,597
20	2025	1,337,103	15,449	450,597	7,473		22,120	21,597
21	***2026(4)***	***1,344,827***	***7,724***	***454,334***	***3,737***		11,060	**10,799**
22	***2026 (5)***	***1,351,264***	***14,161***	***457,661***	***7,064***			**20,416**
23	*2027*	*1,364,138*	*12,874*	464,317	6,656			19,235
24	*2028*	*1,377,012*	*12,874*	470,972	6,656			19,235
25	*2029*	*1,389,886*	*12,874*	477,628	6,656			19,235
26	*2030*	*1,402,760*	*12,874*	484,284	6,656			19,235
27	***2031(4)***	***1,409,197***	***6,437***	487,611	3,328			9,617

Growth Summary	Population Growth	Occupied Housing Units	Population in New Housing Units	**Population Decline in existing units**
1. Ten Year DC 2005 - 2015	***262,138***	***99,960***	**313,757**	**51,619**
2 2005 to Mid 2026	***435,186***	***180,976***	**535,688**	**100,502**
3 2005 to Mid-2031	***499,556***	***214,253***	**619,192**	**119,637**

Development

Residential

Housing Mix Growth

	Singles/Semis	Rows	Apts	Total
2005 - 2015	56,734	17,063	26,164	99,960
Mix	56.76%	17.07%	26.17%	100.00%
2005-2026	97,480	37,197	46,298	180,976
Mix	53.9%	20.6%	25.6%	100.00%
2005-2031	114,119	45,517	54,618	214,253
Mix	53.26%	21.24%	25.49%	100.00%

Non-residential

In order to forecast the amount of non-residential development, employment growth from the ROP forecast model (see above) was subdivided as follows:

Industrial	34%
Office	34%
Institutional	8%
Retail	24%
Total	**100%**

This distribution is consistent with that used for the previous development charge by-law.

With the above, the growth in Gross Floor Area ("GFA") for non-residential development was estimated. The GFA assumptions per employee used are based on industry standards for retail / non-retail. Non-retail is an average for industrial, office and institutional. The square foot assumptions are as follows:

	Square Foot	Distribution	Weighted Sq. Ft.
Industrial	850	44.7%	380
Office	250	44.7%	112
Institutional	600	10.5%	63
		100%	555
Retail	500	100%	500

An adjustment was made to the square footage forecast based on a forecast growth ratio of 76% / 24% for non-retail / retail.

REGION OF YORK
2006 DEVELOPMENT CHARGES STUDY
GROWTH FORECAST

Non-Residential Gross Floor Area Forecast

	Year	Employment End of Year (1)	Employment Growth	New Employment Industrial 34%	Office 34%	Institutional 8%	Retail 24%	Total 100%
	2001	**387,550**						
	2002	405,050	17,500	5,950	5,950	1,400	4,200	17,500
	2003	425,450	20,400	6,936	6,936	1,632	4,896	20,400
	2004	441,900	16,450	5,593	5,593	1,316	3,948	16,450
	2005	461,250	19,350	6,579	6,579	1,548	4,644	19,350
1	**2006**	**472,500**	11,250	3,825	3,825	900	2,700	11,250
2	2007	487,500	15,000	5,100	5,100	1,200	3,600	15,000
3	2008	502,500	15,000	5,100	5,100	1,200	3,600	15,000
4	2009	517,500	15,000	5,100	5,100	1,200	3,600	15,000
5	2010	532,500	15,000	5,100	5,100	1,200	3,600	15,000
6	**2011**	**547,800**	15,300	5,202	5,202	1,224	3,672	15,300
7	2012	563,400	15,600	5,304	5,304	1,248	3,744	15,600
8	2013	579,000	15,600	5,304	5,304	1,248	3,744	15,600
9	2014	594,600	15,600	5,304	5,304	1,248	3,744	15,600
10	2015	610,200	15,600	5,304	5,304	1,248	3,744	15,600
11	**2016**	**625,800**	15,600	5,304	5,304	1,248	3,744	15,600
12	2017	641,400	15,600	5,304	5,304	1,248	3,744	15,600
13	2018	657,000	15,600	5,304	5,304	1,248	3,744	15,600
14	2019	672,600	15,600	5,304	5,304	1,248	3,744	15,600
15	2020	688,200	15,600	5,304	5,304	1,248	3,744	15,600
16	**2021**	**699,800**	11,600	3,944	3,944	928	2,784	11,600
17	2022	707,400	7,600	2,584	2,584	608	1,824	7,600
18	2023	715,000	7,600	2,584	2,584	608	1,824	7,600
19	2024	722,600	7,600	2,584	2,584	608	1,824	7,600
20	2025	730,200	7,600	2,584	2,584	608	1,824	7,600
21	***2026 (4)***	***734,000***	*3,800*	1,292	1,292	304	912	3,800
22	***2026(5)***	***737,400***	*7,200*	2,448	2,448	576	1,728	7,200
23	*2027*	*744,200*	*6,800*	2,312	2,312	544	1,632	6,800
24	*2028*	*751,000*	*6,800*	2,312	2,312	544	1,632	6,800
25	*2029*	*757,800*	*6,800*	2,312	2,312	544	1,632	6,800
26	*2030*	*764,600*	*6,800*	2,312	2,312	544	1,632	6,800
27	***2031(6)***	*768,000*	*3,400*	1,156	1,156	272	816	3,400

Growth Summary

		Growth	Industrial	Office	Institutional	Retail	Total
1.	***Ten Year DC 2005 - 2015***	148,950	50,643	50,643	11,916	35,748	148,950
2.	***2005 to Mid-2026***	272,750	92,735	92,735	21,820	65,460	272,750
3.	***2005 to Mid-2031***	306,750	104,295	104,295	24,540	73,620	306,750

	Non-Retail	**Retail**	
Ten Year DC	113,202	35,748	148,950
20.5 year DC	207,290	65,460	272,750
25.5 year DC	233,130	73,620	306,750

York Region

- New Gross Floor Area:

	Sq Ft. (2)		Weighted sq ft
Industrial	850	44.7%	380
Office	250	44.7%	112
Institutional	600	10.5%	63
		100%	555

New Gross Floor Area - Sq Ft.

	Industrial 555	Office 555	Institutional 555	Retail 500	Total
2002	3,303,816	3,303,816	777,368	2,100,000	9,485,000
2003	3,851,305	3,851,305	906,189	2,448,000	11,056,800
2004	3,105,587	3,105,587	730,726	1,974,000	8,915,900
2005	3,653,076	3,653,076	859,547	2,322,000	10,487,700
2006	2,123,882	2,123,882	499,737	1,350,000	6,097,500
2007	2,831,842	2,831,842	666,316	1,800,000	8,130,000
2008	2,831,842	2,831,842	666,316	1,800,000	8,130,000
2009	2,831,842	2,831,842	666,316	1,800,000	8,130,000
2010	2,831,842	2,831,842	666,316	1,800,000	8,130,000
2011	2,888,479	2,888,479	679,642	1,836,000	8,292,600
2012	2,945,116	2,945,116	692,968	1,872,000	8,455,200
2013	2,945,116	2,945,116	692,968	1,872,000	8,455,200
2014	2,945,116	2,945,116	692,968	1,872,000	8,455,200
2015	2,945,116	2,945,116	692,968	1,872,000	8,455,200
2016	2,945,116	2,945,116	692,968	1,872,000	8,455,200
2017	2,945,116	2,945,116	692,968	1,872,000	8,455,200
2018	2,945,116	2,945,116	692,968	1,872,000	8,455,200
2019	2,945,116	2,945,116	692,968	1,872,000	8,455,200
2020	2,945,116	2,945,116	692,968	1,872,000	8,455,200
2021	2,189,958	2,189,958	515,284	1,392,000	6,287,200
2022	1,434,800	1,434,800	337,600	912,000	4,119,200
2023	1,434,800	1,434,800	337,600	912,000	4,119,200
2024	1,434,800	1,434,800	337,600	912,000	4,119,200
2025	1,434,800	1,434,800	337,600	912,000	4,119,200
2026 mid year	717,400	717,400	168,800	456,000	2,059,600
2026	1,359,284	1,359,284	319,832	864,000	3,902,400
2027	1,283,768	1,283,768	302,063	816,000	3,685,600
2028	1,283,768	1,283,768	302,063	816,000	3,685,600
2029	1,283,768	1,283,768	302,063	816,000	3,685,600
2030	1,283,768	1,283,768	302,063	816,000	3,685,600
2031	641,884	641,884	151,032	408,000	1,842,800

Growth Summary

1.	***Ten Year DC 2005 - 2015***	28,120,192	28,120,192	6,616,516	17,874,000	80,730,900
2.	***2005 to Mid-2026***	51,492,329	51,492,329	12,115,842	32,730,000	147,830,500
3.	***2005 to Mid-2031***	57,911,171	57,911,171	13,626,158	36,810,000	166,258,500

	Non-Retail	Retail	
Ten Year DC	62,856,900	17,874,000	80,730,900
20.5 year DC	115,100,500	32,730,000	147,830,500
25.5 year DC	129,448,500	36,810,000	166,258,500
Ten Year DC	78%	22%	100%
20.5 year DC	78%	22%	100%
25.5 year DC	78%	22%	100%
Ten Year Growth Adjustment (3)	61,355,484	19,375,416	80,730,900
20.5 year DC Growth Adjustment (3)	112,351,180	35,479,320	147,830,500
25.5 year DC Growth Adjustment (3)	126,356,460	39,902,040	166,258,500

4. Service Level Standards

The DC Act, 1997 requires that a municipality calculate development charges based on the average service levels achieved in the most recent prior 10 years for each service.

Summary of Service Standards

The following are the service standards used in preparation of this background study.

Service Category	Component	Cost per Unit	10 Year Average Service Standard per capita
Police	Facilities Police Fleet Equipment	$205 per sq. ft. $46,300 per vehicle	0.225 sq. ft. 0.000284 vehicles $25.07 of equipment
Ambulance	Facilities Vehicles	$285 per sq. ft. $143,636 per vehicle	0.031 sq. ft. 0.000031 vehicles
Long Term Care	Facilities	$230/sq.ft. per sq. ft.	0.187 sq. ft.
Public Works	Facilities Vehicles & Equipment	$193 per sq. ft. $202,602 per vehicle	0.058 sq. ft. 0.000057 vehicles
Health	Public Health Facilities	$178 per sq. ft.	0.086 sq. ft.
Administration	Growth Studies	$400,000 per year	$400,000 per year
Water/Sewer	Supply/Treatment		477.9 litres/capita 298.9 litres/employee
Transportation	Roads	see note below	0.0039 lane km/capita

This section examines the previous 10 year service level standard for each service. York Region has utilized the following methodology to address average standards in the capital infrastructure areas noted below.

Water and Sewer

Based on the growth forecast in the Regional Official Plan, the 2002 York-Durham Sewage System Master Plan and the 2004 Water Master Plan Update, York Region has developed long term strategies to service growth to 2036 and identified the infrastructure needed to meet the projected demand. Preparation of the Plans took into consideration historical consumption rates and service level standards.

Cost estimates for the York-Durham Sewage System Master Plan Update and the Water Master Plan Update were based on unit costs for pipelines and cost curves for major facilities. The unit costs were generated for various pipeline sizes. The unit costs were compared to the historical average costs of similar projects. For some facilities such as pumping stations (water and sewage), reservoirs and elevated tanks estimated costs were based on cost curves generated using the actual construction costs from projects completed over the prior 5 to 15 years, updated to 2001 costs for the YDSS Master Plan and 2003 costs for the Water Master Plan.

For projects that have been tendered, the costs are established based on actual costs including tendered prices. This is the case for the Bathurst and Langstaff Collector Sewer, the YDSS Interceptor Sewer (19th Avenue and Lower Leslie Street Sewer) and the 16th Avenue Trunk Sewer.

For projects that are in the Environmental Assessment or design phase, the construction estimates are based on Consultants estimates. All other applicable project costs (engineering, land, environmental monitoring and mitigation, private well monitoring and mitigation) are estimated based on current knowledge and requirements. This is the case for the South East Collector and the Duffin Creek WPCP Expansion.

Transportation

The Regional Official Plan dictates growth and development levels within York Region. The Transportation Master Plan ("TMP") adopted by Council in June 2002 has utilized the growth and development forecasts in the Regional Official Plan to project transportation demand to 2031, and has identified road and transit improvements required to service this demand.

The costing of individual road projects is calculated based on the previous year's actual York Region Contract Tender and Award Data. Using a York Region developed costing model, all construction prices from the lowest three bidders are put input into the model and classified into different general categories of construction cost. Once construction costs are developed, additional costs are added to project costs to determine complete costs. Some of these additional costs are as follows.

- Environmental Assessment Costs;
- Detailed Design Costs;
- Survey Costs;
- Soil & Hydro Geology Costs;
- Property Costs;
- Streetscaping Costs;
- Contract Administration & Inspection Costs;
- Utility Relocation Costs; and
- Quality Control & Assurance Costs.

In some cases, cost estimates may require further adjustment to account for and protect against special circumstances such as the environmental conditions/constraints, topography, vegetation, bridge & rail requirements, operational constraints during construction, property costs, utility relocation costs, permitting and regulatory agency costs and related adjacent development activity.

In general, the York Region costing model is based on the larger construction items only (i.e. pavement structure, curb and gutters, storm sewers, structural culverts, noise walls, resurfacing, bridge replacements, rail crossings, traffic signals, illumination, line painting and traffic control). Smaller items, such as topsoil, sod, fences, gates and driveways are not specifically accounted for. Historically, these smaller items are approximately 10% of the larger items and are estimated in “Other”.

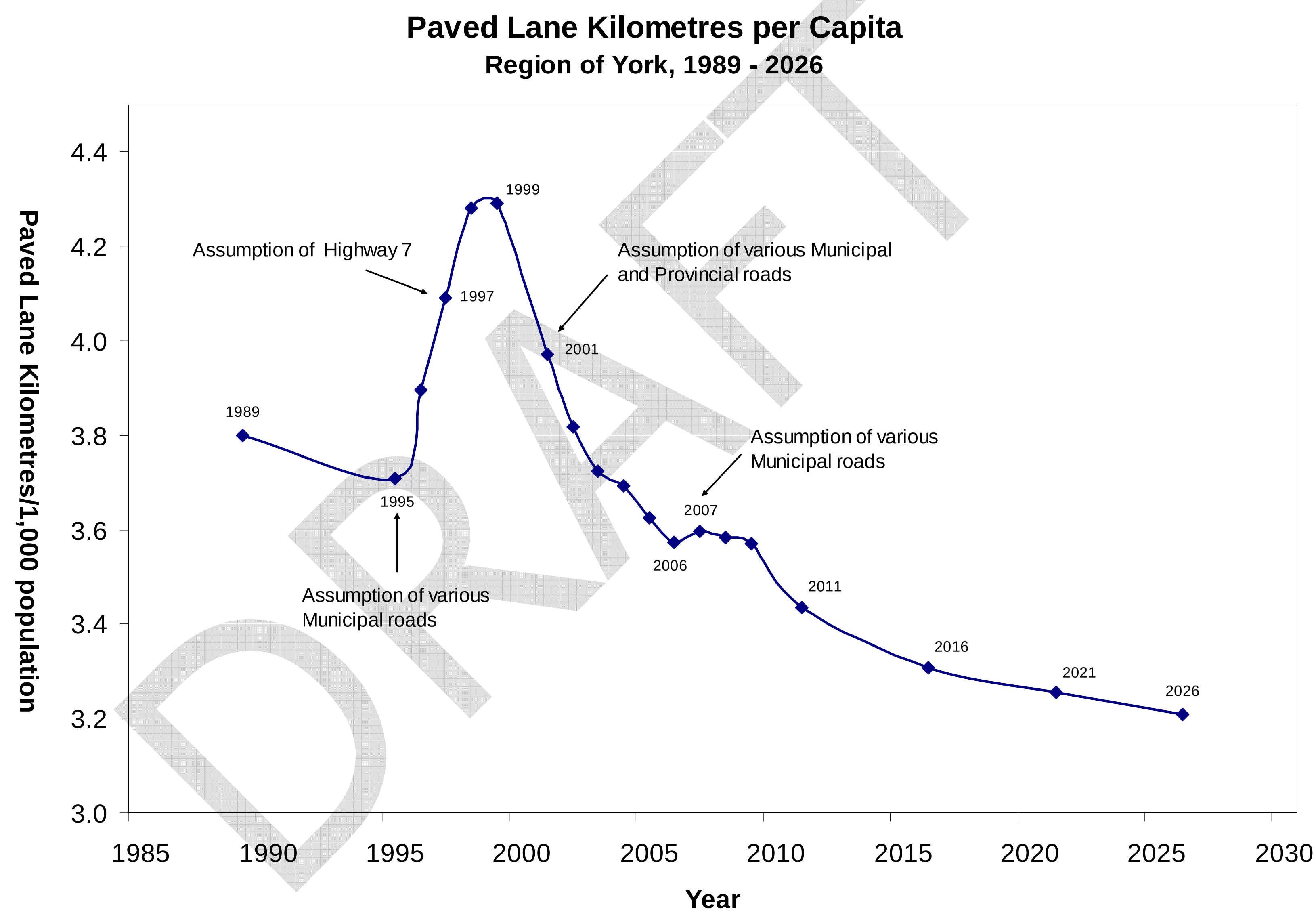
For “Contingencies”, York Region estimates are initially based on 15% of the total cost of construction. Contingencies represent unforeseen costs, such as project limit increases and /or additional unforeseen work to the project. Examples of these contingency costs are:

- More work to the local roads (better transitioning);
- Increased pay quantities (estimates are made prior to construction, however more quantity is often required when the work is actually constructed);
- In this current growth-driven environment, adjacent development activity often requires changes during construction for things that cannot be controlled or anticipated; and
- Tender timing and contractor capacity can often influence a higher price.

Experience and industry standard has been to protect for a 15% contingency. In some cases this contingency is required, however, not in all cases.

As projects proceed, York Region continuously updates and validates its estimates. York Region validates its estimation tools on a yearly basis. As part of a capital asset accounting validation process, to date York Region has been able validate its estimates within 2 to 4% accuracy.

The proposed transportation capital program anticipates a declining long term road kilometre per capita standard. It is proposed that capacity be alternatively supplied through the implementation of transit infrastructure.


Paved Lane Kilometres per Capita
Region of York, 1989 - 2026
Paved Lane Kilometres/1,000 population
Year
4.4
4.2
4.0
3.8
3.6
3.4
3.2
3.0
1985
1990
1995
2000
2005
2010
2015
2020
2025
2030
1989
1995
1997
1999
2001
2006
2007
2011
2016
2021
2026
Assumption of Highway 7
Assumption of various Municipal and Provincial roads
Assumption of various Municipal roads
Assumption of various Municipal roads
DRAFT

York Region

Police

For the Police category, there are three components for which development charges are collected; Facilities, Police Fleet and Equipment.

Facilities

POLICE FACILITIES
Square Footage
For the prior 10 Year period

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
District #1 (Newmarket)	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000
District #2 (Richmond Hill)	32,000	32,000	32,000	32,000	32,000	32,000	40,000	32,000	40,000	40,000
District #3 (Georgina)	6,260	6,260	6,260	25,500	25,500	25,500	25,000	25,000	25,000	25,000
District #4 (Vaughan)	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000
District #5 (Markham) Built Jan/91	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000
Support Services (Aurora)	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
Investigative Services (Aurora)	0	0	0	12,500	12,500	12,500	12,464	12,464	12,464	12,464
Headquarters (Newmarket)	56,062	56,062	56,062	56,062	56,062	56,062	56,062	56,062	56,062	56,062
Recruiting/Pro Standards	0	0	0	0	0	4,000				
Safety Village (Stoufville)	0	0	0	0	0	0	0	0	10,000	10,000
Woodbine & St. John's (Aurora)	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	0	0
90 Bales Dr. (East Gwillimbury)	0	0	0	0	0	0	0	0	0	0
Court Services (50 Eagle, Nmkt)	4,500	4,500	4,500	4,500	4,500	4,500	4,500	4,500	4,500	4,500
Vaughan Mills Substation (Vaughan)	0	0	0	0	0	0	0	949	949	949
Yonge & Mulock Centre (Nmkt)	0	0	0	0	0	5,118	11,318	11,318	12,656	13,704
Air Support - Hangar #19	0	0	0	0	0	0	2,094	2,094	2,094	2,094
Community Resource Centre	0	0	0	0	0	0	0	8,224	8,224	8,224
Drugs & Vice - offsite Downsview	0	0	0	0	0	0	2,700	2,700	2,700	2,700
TOTAL (sq. ft.)	230,322	230,322	230,322	262,062	262,062	271,180	285,638	286,811	304,649	305,697
Sq. ft. per capita/employee	0.240	0.230	0.219	0.237	0.225	0.222	0.224	0.217	0.222	0.216
10 year average sq. ft. -	2007 By-law **0.225**									

York Region

Vehicles & Equipment

Police

Police Fleet

	# of Vehicles	Vehicles per capita
1997	228	0.000238
1998	258	0.000257
1999	276	0.000262
2000	294	0.000266
2001	325	0.000280
2002	351	0.000288
2003	382	0.000300
2004	412	0.000311
2005	442	0.000322
2006	446	0.000316
10 Year Average	341	0.000284
Estimated cost per Vehicle		$46,300

2006 Police Fleet

Class of Vehicle	Quantity	Avg Replacement Cost
Marked Automobile	147	$57,390
Unmarked Automob	101	$42,520
Leased Vehicles	118	$24,000
Specialty Vehicles		
Vans	39	$30,440
Trucks	6	$52,170
Motor Home	1	$750,000
Boats	4	$113,000
Snowmobiles	3	$8,000
Motorcycle	12	$32,000
Trailer	15	$18,110
Helicopter	1	$1,731,000
Total	447	$46,300

Equipment

	Equip. Value	Value per capita
1997	$25,291,468	$26.38
1998	$25,884,568	$25.80
1999	$26,477,868	$25.16
2000	$27,017,668	$24.40
2001	$27,735,768	$23.86
2002	$28,772,568	$23.58
2003	$30,724,468	$24.13
2004	$32,824,468	$24.80
2005	$34,481,503	$25.15
2006	$38,774,210	$27.45
10 Year Average	$99,328,187	$25.07

EMS

For the EMS category, there are two components for which development charges are collected; Facilities and Vehicles.

Facilities

AMBULANCE FACILITIES
Square Footage
For the previous 10 Year period

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Paramedic Response Stations										
Pefferlaw (Georgina)		0	0	0	240	240	240	240	240	240
Sutton (Georgina)		634	634	634	634	3,200	3,200	3,200	3,200	3,200
Keswick (Georgina)		1,340	1,340	1,340	1,340	1,340	1,340	1,340	1,340	1,340
Queensville (East Gwillimbury)		957	957	957	957	957	957	957	957	957
Mount Albert (East Gwillimbury)								1,900	1,900	1,900
McCaffrey (Newmarket)		300	300	300	300	300				
Stevens Court (Newmarket)		0	0	0	2,462	2,462	2,462	2,462		
Gorham				1,000	1,000	1,000				
Cane Parkway							7,000	7,000	9,462	9,462
Nobleton (King)		4,200	4,200	4,200	4,200	4,200	4,200	4,200	4,200	4,200
King							3,500	3,500	3,500	3,500
Stouffville (Whitchurch/Stouffville)		1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Ballantrae Whitchurch/Stouffville)		0	0	0	1,000	1,000	1,000	1,000	1,000	1,000
Maple (Vaughan)		1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Woodbridge (Vaughan)		3,776	3,776	3,776	3,776	3,776	3,776	3,776	3,776	3,776
Bathurst/Clark (Vaughan)		0	0	0	0	1,925	1,925	1,925	1,925	1,925
Racco Parkway (Vaughan)									6,857	6,857
Rutherford / Islington (Vaughan)										6,857
Thornhill (Markham)		700	700	700	700	700	700			
Unionville (Markham)		0	0	0	1,500	1,500	1,500	1,500	1,500	1,500
280 Church St. (Markham)		7,500	7,500	7,500	7,500	7,500	7,500	7,500	7,500	7,500
Woodbine / Riviera								4,500	4,500	4,500
Aurora (Aurora)		2,037	2,037	2,037	2,037	2,037	2,037	2,037	2,037	2,037
Richmond Hill (Richmond Hill)		2,750	2,750	2,750	2,750	2,750	2,750	2,750		
Major Mack / Yonge (Richmond Hill)									7,374	7,374
Other Facilities		0	0	0	0	0				
TOTAL (sq. ft.)	0	26,594	26,594	27,594	32,796	37,287	46,487	52,187	63,668	70,525
Sq. ft. per capita/employee	-	0.027	0.025	0.025	0.028	0.031	0.037	0.039	0.046	0.050
Standard -	2007 By-law **0.031 sq. ft. per capita/employee**									

York Region

Vehicles

Service Category	Component	
Ambulance	Vehicles & Equip - Cost per Vehicle:	

EMS Fleet

2006 Class of Vehicle	Number of Vehicles	Average Cost
Ambulances	31	$ 170,000
Emergency Response Vehicles	10	$ 72,000
Emergency Support Vehicles	1	$ 250,000
Administration Vehicles	2	$ 40,000
Total	44	$ 143,636
Vehicles per Capita	0.000031	

Long Term Care

For the Long Term Care category, there is one component for which development charges are collected; Facilities.

LONG TERM CARE FACILITIES
Square Footage
For the previous 10 Year period

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Square Footage	189,900	189,900	189,900	189,900	302,000	201,422	235,834	235,834	235,834	236,634
Sq. ft. per capita/employee	0.198	0.189	0.180	0.172	0.260	0.165	0.185	0.178	0.172	0.168

2007 By-law
10 Year Average - 0.187 sq. ft. per capita / employee

Square Footage	Sq.Ft.	
Maple Health Facility (Vaughan)	85,200	Started in 1996 and finished 1998
	800	added Day Centre Programming Room in 2006
Newmarket Health Facility (York)	116,422	Completed Phase I and II
	28,212	Phase IV completed in 2004
	6,000	Phase IIa completed in 2004
	236,634	total Sq. ft.

Projected:
2008 Markham Health Centre (200 beds) — $161,000/bed (land & building)
2009 Maple Health Centre (28 beds) — $230/sq.ft.
2010 Georgina Health Centre (120 beds)

Public Health

For the Long Term Care category, there is one component for which development charges are collected; Facilities.

HEALTH FACILITIES
Square Footage
For the previous 10 Year period

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
22 Prospect St. (Newmarket)	14,000	14,000	12,800	12,800	12,800	12,800	12,800	12,800	12,800	12,800
30 Prospect St. (Newmarket)	0	0	0	0	0					
10 Trench St. (Richmond Hill)	6,546	6,546	6,546	6,546	0	0				
Georgina Civic Centre	0	0	0	0	0	0				
1100 Gorham St. (Newmarket)	0	0	0	0	0	0				
4261 Highway 7 (Markham)	6,470	6,470	6,470	14,022	14,022	14,022	14,022	14,022	14,022	14,022
200 Town Centre	0	0	0	0	0	0				
Cardico Dr. (Gormley)	0	0	0	0						
465 Davis Drive	0	0	0	14,825	14,825	14,825	14,825	14,825	27,137	27,137
50 High Tech Road	0	0	0	0	26,749	30,286	30,286	30,286	30,286	30,286
Admin. Bldg. (Newmarket)	45,125	45,125	45,125	45,125	40,568	40,568	40,568	40,568	40,568	40,568
194 Eagle Street (Newmarket)	0	0	0	0	0	0		6,828	6,828	6,828
13990 Dufferin St. King (Seneca Colle	0	0	0	0	200	200	200	200	200	200
71 Bruce St. Woodbridge (Woodbridge	0	0	0	0	0	0	0	0	80	80
100 Biscayne Blvd. Keswick (Keswick	0	0	0	0	0	0	0	0	220	220
20798 Dalton Road Sutton (SDHS)	300	300	300	300	300	300	300	300	300	300
TOTAL (sq. ft.)	72,441	72,441	71,241	93,618	109,464	113,001	113,001	119,829	132,441	132,441
Sq. ft. per capita/employee	0.076	0.072	0.068	0.085	0.094	0.093	0.089	0.091	0.097	0.094
	2007 By-law									
10 Year Average -	**0.086**									

York Region

Public Works

For the Public Works category, there are two components for which development charges are collected; Facilities and Vehicles.

Facilities

PUBLIC WORKS FACILITIES
Square Footage
For the previous 10 Year period

	Built	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Markham Yard (A2)	1995	10,160	10,160	10,160	10,160	10,160	10,160	10,160	10,160	10,160	10,160
Maple Yard (B3)	1995	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Main Yard (A5)	1960	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000
Sutton Yard (C2)	1958	1,200	1,200	1,200	1,200	1,200	10,200	10,200	10,200	10,200	10,200
B1 Yard	1955	480	480	480	480	480	0	0	0	0	0
B2 Yard	1956	480	480	480	480	480	0	0	0	0	0
Salt/Sand Storage		31,500	31,500	31,500	31,500	31,500	41,300	41,300	41,300	41,300	41,300
TOTAL (sq. ft.)		59,820	59,820	59,820	59,820	59,820	77,660	77,660	77,660	77,660	77,660
Sq. ft. per capita/employee		0.062	0.060	0.057	0.054	0.051	0.064	0.061	0.059	0.057	0.055
		2007 By-law									
10 Year Average -		**0.058**									

Vehicles

Public Works	Vehicles & Equip		Equivalent # of Vehicles	Vehicles per capita
		1991	42	0.000085
		1994	74	0.000086
		1997	70	
		2002	81	0.000073
		2006	81	0.000057
		10 Year Average		0.000075

Public Works — Vehicles & Equip - Cost per Vehicle:

2006 Class of Vehicle	# of Vehicles: Region Owned	# of Vehicles: Contract (Yrly. Equiv.)	Average Cost
Stake/Utility (Med. Duty)	12	1	$ 924,000
Tandem Dump H.D.	13	19	$ 7,728,000
S/A Dump H.D.	6	0	$ 1,364,000
HD Bucket/Boom/Crane	1	3	$ 880,000
Graders	1	1	$ 760,000
Sweepers	1	1	$ 735,000
Tractor Mowers/Loaders - 4WD	10	1	$ 1,710,000
Loaders	4	1	$ 1,020,000
MD Bucket/Boom/Crane	2	1	$ 260,000
Paint Zone Marker	0	3	$ 1,050,000
Total	51	30	$ 3,448,492
weighted avg replacement cost			$ 202,602
avg # of vehicles per capita			0.000057

5. Residential / Non-Residential Cost Share

The establishment of cost share ratios between the residential and non-residential use categories is required under the DC Act, 1997.

The cost share percentages have been established based on an assessment of the use to which the two types of development (i.e. residential and non-residential) are expected to require capital expenditures.

The non-residential portion of the costs has been further categorized into industrial/office/institutional and retail uses.

Costs have been pro-rated between industrial/office/institutional and retail development based on analyses undertaken for transportation (peak capacity usage) and water/sewer (consumption/flows).

Proposed Residential / Non-Residential Cost Share by Service Category

Service Category	Component	Residential Cost Share	Non-Residential Cost Share	Basis for Allocation
Water	Supply	67	33	Demand Forecast
Sewer	Treatment	67	33	Demand Forecast
Transportation	Roads Transit	60 60	40 40	Transportation Tomorrow Study Findings
Police	Facilities Vehicles Equipment	62 62 62	38 38 38	Comparison of forecasted Population Growth vs. forecasted Employment Growth
EMS	Facilities Vehicles	83 83	17 17	Comparison of forecasted Population Growth vs. forecasted Employment Growth, with Population Growth given a weighting of three times that of Employment Growth
Growth Studies		62	38	Comparison of forecasted Population Growth vs. forecasted Employment Growth
Long Term	Facilities	100	0	Analysis of Demand for

Service Category	Component	Residential Cost Share	Non-Residential Cost Share	Basis for Allocation
Care				Facilities
Health	Public Health Facilities	90	10	Analysis of Occupational vs. Residential Demand
Public Works	Facilities	60	40	Transportation Tomorrow Study Findings (related to Roads usage)
	Vehicles & Equipment	60	40	

6. Growth-Related Capital Cost Analysis

York Region undertook an assessment of the estimated capital costs for the various services to be included in the DC by-law Background Study. The results are as follows.

Water

Water Supply Capacity

- The serviced population (approximately 97% of the total population) has been calculated using region-wide maximum unit consumption rates for residential and employment consumption.
- Water supply infrastructure continues to be sized based on differing unit rates for each municipality. The Long Term Water Supply Master Plan Update is sizing infrastructure for 2036 demand. The phasing of the infrastructure is based on demand.
- The residential portion accounts for 67% of total demand, with employment accounting for 33% of total demand.

Water Supply Capacity Summary

Rates applied:

Maximum day residential unit consumption rate: 477.9 l/c/d

Maximum day employment unit consumption rate: 398.9 l/c/d

Residential Cost share 67.0% 33.0%

	Existing Capacity (ML/D)	Equivalent Serviceable Population (Existing)		Available Water Supply 2036 (ML/D)	Equivalent serviced Population (2031)		Equivalent Serviceable Population (2036)	
Supply Source	Max Day	Residential Portion	Employment Portion	Max Day	Residential Portion	Employment Portion	Residential Portion	Employment Portion
Toronto	465	670,402	362,534	530	764,113.8	413,211.3	764,113.8	413,211.3
Peel	51	73,528	39,762	388	367,639.7	198,809.2	559,389.0	302,501.9
Yonge St Aquifer	69	99,479	53,795	69	99,479.0	53,795.4	99,479.0	53,795.4
Lake Simcoe	35	50,460	27,288	63	90,828.6	49,117.6	90,828.6	49,117.6
Other Ground Sources	39	40,000	21,000	43	48,000.0	26,000.0	48,000.0	26,000.0
Total	**659**	**933,869**	**504,379**	**1,093**	**1,370,061**	**740,934**	**1,561,810**	**844,626**

2031 Supply is the same as 2036 supply

Water Supply Capital Costs

It is estimated that $861.7 million of water supply infrastructure will be required to service growth within York Region to the year 2031, compared to $747.7 M included in the 2003 DC By-law. Once the benefit to existing of an estimated $11.1 million and the post-period benefit costs of an estimated $97.9 million are deducted, a net of $752.7 million growth-related capital costs remains.

The following are the costs included in the 2007 DC By-law.

	Gross Capital Costs
Pumping	$15.0 M
Storage	$92.8 M
Wells	$37.1 M
Transmission	$135.4 M
Treatment	$22.6 M
Third Party Capital	$548.6 M
Other	$10.1 M
Total Capital Costs	**$861.7 M**

The Water programs included in this DC By-law are as follows.

Project Number	Name	Description	2007 to 2031 Total Capital Cost	Post Period Benefit	Capital Cost Net of Post Period Benefit
PUMPING					
70120	Orchard Heights PS Upgrade		$ 2,388		$ 2,388
77390 (77530)	Maple PD8 PS and PD7 South Maple PS Upgrade		$ 11,238		$ 11,238
77420	Decommission East Woodbridge PS		$ 255		$ 255
76320	PD9 Jefferson PS Upgrades		$ 867		$ 867
75250	Newmarket Pressure Reduction Valve		$ 77		$ 77
74220	Decommission Markham PS		$ 215		$ 215
			$ 15,040	**$ -**	**$ 15,040**
STORAGE					
71190	**DC Credit Amounts still to be paid**	**Mount Albert ET**	$ 2,571		$ 2,571
70050 (70240, 75230)	Aurora East ET and Wellington St./Leslie St. W/Ms	Wellington St from PS to Leslie St., Leslie St. from Wellington St. to Davis Dr	$ 12,947		$ 12,947
70320	Aurora/Newmarket PD 8 Break Pressure Tank		$ 8,933		$ 8,933
71180	Queensville ET No. 1		$ 4,996		$ 4,996
72170 (72190)	GWS-Keswick N. ET and Queensway N. W/M	Boyer's to Keswick N. ET connecting W/M	$ 5,283		$ 5,283
73140	Nobleton Elevated tank and watermain to Town	Exact location TBD	$ 3,938		$ 3,938
73210	King City Elevated Tank and WM from ET to Town	Exact location TBD	$ 3,401		$ 3,401
74170	Decommission of Wootten Way ET		$ 397		$ 397
76100 (76230)	N. R.H. ET No.1, Connecting W/M, and Yonge St. W/M	Old Colony Rd (Bond Lake ET to Yonge), Yonge St. (Jefferson to Old Colony Rd)	$ 6,705		$ 6,705
77460	Town	Exact location TBD	$ 4,325		$ 4,325
78140	Stouffville Zone 1 ET		$ 1,755		$ 1,755
71250	Queensville Sideroad Tank No. 2		$ 4,177		$ 4,177
73310	Ansnorveldt Water Supply System Upgrade		$ 5		$ 5
76300 (70290, 76280)	N. Richmond Hill ET No. 2 and Yonge, Vandorf, Bloomington, Bayview W/M	Bayview Avenue (Lake Rd. to Bloomington), Bloomington Rd (near Bathurst St. to Bayview), Yonge Street (Bloomington Sdrd. to	$ 19,159		$ 19,159
71260	Decommission Sharon ET		$ 450		$ 450
113	Holland Landing Tank Decommissioning	From Master Plan Update.	$ 180		$ 180
192	Stouffville Zone 2 ET	From Master Plan Update.	$ 2,334		$ 2,334
161	Holland Landing Tank	From Master Plan Update.	$ 2,497		$ 2,497
3	East Woodbridge ET Decommissioning	From Master Plan Update.	$ 180		$ 180
70330 (78)	Wellington St. Reservoir	From Master Plan Update.	$ 2,011		$ 2,011
40	PD7 Bayview Avenue Reservoir	Update.	$ 1,901		$ 1,901
5	Kleinburg Reservoir	From Master Plan Update.	$ 4,674		$ 4,674
			$ 92,820	**$ -**	**$ 92,820**

York Region

Project Number	Name	Description	2007 to 2031 Total Capital Cost	Post Period Benefit	Capital Cost Net of Post Period Benefit
WELL					
70030 (70350)	New Standby Production Wells	Watermains from wells 7&8 to Town	$ 9,964		$ 9,964
71200	New Production Well-Mount Albert Well 3	Watermain from well 3 to Town	$ 1,811		$ 1,811
73150 (73130)	New Production Well - Schomberg Well 4 and W/M	Watermain from well 4 to Town	$ 2,807		$ 2,807
73160 (73120, 73240)	Additional Water Supply and W/M to Town - Nobleton	Watermains from wells 4&5 to Town	$ 7,170		$ 7,170
73170 (73230, 73220)	Additional Water Supply and W/M to Town - King City	Watermains from well 4,5&6 to Town	$ 6,867		$ 6,867
77480 (77500)	Additional Water Sources and W/M to Town - Kleinburg	Watermains from well 4&5 to Town	$ 4,774		$ 4,774
78130 (78080)	New Production Wells/Ground Water Investigation - Stouffville	Watermains from new wells to Town	$ 100		$ 100
78180 (78220)	New Production Well and W/M to Town - Ballantrae Well 3	Watermain from well 3 to Town	$ 3,606		$ 3,606
			$ 37,099	**$ -**	**$ 37,099**
TREATMENT					
72140	GWS - Georgina WTP	~GWS - Georgina WTP	$ 22,645		$ 22,645
			$ 22,645	**$ -**	**$ 22,645**
THIRD PARTY CAPITAL					
73580 (79020)	Toronto Cost Shared Work - 2005 Water Supply Agreement		$ 223,208		$ 223,208
73780	Peel Water Supply - "Buy-in" Payments		$ 17,464		$ 17,464
73790	Peel Water Supply - Cost-Shared Work		$ 307,974	$ 97,906	$ 210,068
			$ 548,646	**$ 97,906**	**$ 450,740**
PLANNING/STUDIES					
73300	Master Plan		$ 3,850		$ 3,850
79670	System Capacity Assessment		$ 6,200		$ 6,200
			$ 10,050	**$ -**	**$ 10,050**
OTHER					
73950	LTWS/Summer Water Use Reduction Program		$ 8		$ 8
			$ 8	**$ -**	**$ 8**
TRANSMISSION					
70150/ 70110	**DC Credit Amounts still to be paid**		$ 231		$ 231
76170	**DC Credit Amounts still to be paid**		$ 2,320		$ 2,320
	Bales Watermain		$ 3,051		$ 3,051
70130	Bathurst W/M	Orchard Heights to Newmarket W. Resevoir	$ 2,408		$ 2,408
71150	Mount Albert Watermain	Exact location TBD	$ 2,781		$ 2,781
72180 (72300)	GWS - Woodbine and Ravenshoe W/M	to Ravenshoe Rd), Ravenshoe Rd (Woodbine to Keswick Tank)	$ 9,803		$ 9,803
72200 (72210)	GWS - Sutton Parallel and Sutton Black River Rd W/Ms	near the Sutton E.T. to Metro Road East, parallel to Dalton Road	$ 1,750		$ 1,750
74080	PD 6 Major Mac W/M	Kennedy to Markland St.	$ 6,396		$ 6,396
74180	PD 6 McCowan Rd. W/M	Major Mac Dr. to N. Markham Resevoir	$ 40		$ 40
74210	PD6 Markham Bypass	Mackenzine.	$ 11,427		$ 11,427
75180	Bathurst W/M	Clearmeadow Blvd. To Woodspring Ave.	$ 1,752		$ 1,752
76120	PD7 Elgin Mills	Bathurst to Bayview	$ 5,238		$ 5,238
76240	PD 6 Major Mackenzie Drive	Ave.	$ 16,054		$ 16,054
77350	PD 8 Keele St W/M	Teston Rd. to Aurora Central Wellington Street	$ 12,095		$ 12,095
78010	Bloomington Water Supply	9th Line from Vandorf to Bloomington	$ 578		$ 578
78120	Stouffville Zone 2 PS & Stouffville Sdrd W/M to Town	Stouffville Rd from Zone 2 PS to Town	$ 6,280		$ 6,280

Project Number	Name	Description	2007 to 2031 Total Capital Cost	Post Period Benefit	Capital Cost Net of Post Period Benefit
TRANSMISSION, continued					
78170	Stouffville Zone 2 w/m on 10th Line	from prop. Wells 9&10 to Zone 2	$ 48		$ 48
70360 (71240, 75140 70390)	Yonge St. W/M (Batson Dr. to Gladman Ave.) and Eagle St. W/M	Gladman Ave.) and Eagle St. (Yonge St. to Peevers Cr.)	$ 7,387		$ 7,387
77520	PD 7 North Maple Reservoir Connection Upgrade	East of Keele St., south of Kirby Rd	$ 600		$ 600
76310 (76250)	PD7 Pugsley/Enford W/M and Major Mack Dr W/M	Pugsley Ave./Enford Rd. (Richmond Hill PS to Elgin Mills Rd.), and Major Mackenzie Dr. (Richmond Hill PS to Bayview Ave.)	$ 5,179		$ 5,179
76290 (76260)	Bathurst WM	Elgin Mills to Jefferson Reservoir	$ 4,086		$ 4,086
76270	PD7 Bayview Ave W/M	Elgin Mills to 19th Ave	$ 2,186		$ 2,186
74260	TO Supply - Kennedy WM (from 74210)	Milliken PS to Major Mack NEW	$ 16,912		$ 16,912
7	Highway 27 North	Rutherford Road to Kleinburg Reservoir	$ 6,292		$ 6,292
8	McCowan Road	Steeles Ave. to 14th Ave.	$ 851		$ 851
54	Rutherford Rd.	Dufferin to Keele	$ 969		$ 969
43	Bayview Ave	19th Ave. to N. Bayview Reservoir	$ 783		$ 783
45	Dufferin St	Major Mackenzie to Rutherford Rd	$ 833		$ 833
95	Leslie Avenue	Vandorf Sideroad to Wellington Street	$ 1,493		$ 1,493
99	Wellington St. Reservoir Connection	Leslie Street to Reservoir	$ 317		$ 317
75130 (127-8)	Bayview W/M	Laurelwood Gate (was Brooker Ridge) to Davis Dr.	$ 2,460		$ 2,460
197	10th Line	Proposed ET to Zone 2	$ 866		$ 866
119	Mt. Albert Sdrd (2nd Conc. To Grist Mill Dr.)	2nd Conc to Grist Mill Dr.	$ 422		$ 422
75230 (136)	Leslie Street	From Newmarket East PRV to Stellar Dr. (was	$ 735		$ 735
100	Wellington St WM	Aurora East PS to Leslie Street	$ 813		$ 813
			$ 135,436	**$ -**	**$ 135,436**
Total Gross Expenditures			**$ 861,745**	**$ 97,906**	**$ 763,839**

Deduction for Benefit to Existing:	**$ 11,121**
Net 2007 DC By-law Expenditures	**$ 752,718**

York Region

Sewer

Sewage Capacity Analysis

Sewage Capacity Summary

Wastewater Treatment Location	Existing Capacity (ML/D)	Expanded Capacity in 2036 (ML/D)	Serviceable Population (Existing)	Serviced Population (2031)	Serviceable Population (2031)	Serviceable Population (2036)	Unit Sewage Genaration Rate (l/c/d)
Duffin Creek WPCP*	334.6	585.5	818,068	1,167,929	1,431,589	1,431,589	409
Peel Diversion	29.0	53.2	63,762	116,971	116,971	116,971	455
Keswick WPCP	12.1	24.0	33,193	60,000	66,000	66,000	364
Sutton WPCP	3.4	7.5	7,502	16,500	16,500	16,500	455
Kleinburg WPCP	1.2	2.8	3,013	7,000	7,000	7,000	400
Schomberg WPCP**	0.7	2.1	1,008	3,100	3,100	3,100	677
Mount Albert WPCP	2.0	2.0	5,991	6,000	6,000	6,000	341
Nobleton WPCP	0.0	*2.9*	0	6,500	6,500	6,500	446
Total	**383.0**	**680.1**	**932,537**	**1,384,000**		**1,653,660**	

**Expanded capacity (based on the YDSS 2002 Master Plan) and serviced population based on 80% of plant capacity to York.*
*** Schomberg WPCP capacity includes some industrial high water users*

Sewer Capital Costs

It is estimated that $1,897.8 million of sewage servicing infrastructure will be required to service growth within York Region to the year 2031, compared to $680.1 million included in the 2003 DC By-law.

The following compares the costs included in the 2003 DC By-law with costs included in the revised DC By-law.

	Gross Capital Costs
Pumping	$39.7 M
Trunk Sewers	$1,091.3 M
Treatment	$87.3 M
Third Party Capital	$644.3 M
Studies	$35.2 M
Total Capital Costs	**$1,897.8 M**

- Sewer Infrastructure. Since the release of the 2003 DC By-law, York Region has experienced significant cost pressures as a result of legislative changes including the Safe Drinking Water Act, and the Oak Ridges Moraine Act. York Region is now required to conduct considerably more extensive environmental assessments for sewer projects than in the past. York Region is also subject to more stringent mandatory monitoring requirements before, during and after construction that has greatly impacted on the costs of these works.
  - In addition to the above, York Region has experienced inflation in labour and materials (gasoline, concrete and steel). The price of steel in the last four years has been volatile and included a period where the price doubled within a six-month period.
  - There has also been limited competition in the tunnel construction

sector due to its specialized nature and the heightened level of activity in the global tunnelling sector.

The Wastewater programs included in this DC By-law are as follows.

Project Number	Name	Description	2007 to 2031 Total Capital Cost	Post Period Benefit	Capital Cost Net of Post Period Benefit
PUMPING					
73020	King City PS and Forcemain	King Rd at John St; King Rd f/m (Keele St.to Yonge St.)	$ 50		$ 50
77290	YDSS Black Creek PS	Near Steeles Avenue and Jane Street	$ 2,580		$ 2,580
77400	Pine Valley Wastewater Pumping Station	at Pine Valley Dr and LangstaffRd; Pine Valley/Langstaff f/m (PS to Islington Trunk)	$ 4,633		$ 4,633
72230	Joe Dales Forcemains	twin f/m north of Ravenshoe Rd, east of the Queensway South	$ 5,183		$ 5,183
75260	Greenlane PS Upgrade	Pumping station upgrade	$ 1,270		$ 1,270
75270	Bogart Creek PS Upgrade	Pumping station upgrade	$ 1,400		$ 1,400
79890	YDSS-Leslie PS Upgrade	Pumping station upgrade	$ 1,851		$ 1,851
75170	Newmarket EQ Tank & PS Upgrade	10,000m^3 capacity tank at exisiting PS site	$ 5,874		$ 5,874
70340	Aurora Sewage Equalization Tank	10,000m3 capacity tank at St. John's Sideroad and Old Yonge Street	$ 15,759		$ 15,759
	High Street Pumping Station		$ 1,070		$ 1,070
			$ 39,670	**$ -**	**$ 39,670**
TRUNK SEWER					
79780	**DC Credit Amounts still to be paid**		$ 3,468		$ 3,468
70260	East Holland Trunk	Phase 1: St. John's Sideroad (Industrial Pkwy to east of Bayview); Phase 2: East of Bayview (St. John's Sdrd to Wellington St (Tableland))	$ 7,636		$ 7,636
74030	YDSS 16th Ave Trunk	Stone Mason to Woodbine Avenue	$ 20,548		$ 20,548
74040	YDSS Southeast Collector	9th Line and Hwy 407 in York to Valley Farm Rd. in Durham	$ 497,990	$ 95,763	$ 402,227
76050	YDSS Interceptor Sewer	Leslie St from 19th Ave to Elgin Mills Rd, and 19th Avenue from Yonge St. to Leslie St.	$ 92,600		$ 92,600
77090	YDSS Langstaff Trunk	Langstaff from Bathurst to west of Keele	$ 33,749		$ 33,749
77100	YDSS Bathurst Collector (Phases 1 & 2)	two trunk sewer upstream and downstream of the existing Green Lane Sewer to connect the Northwest Newmarket Secondary Plan area to the existing Newmarket PS	$ 43,126		$ 43,126
77310	West Rainbow Trunk Sewer	Kipling Avenue to west of CPR (south of Highway 407)	$ 5,050		$ 5,050
78050	9th Line Trunk Sewer Extension to Stouffville	south of Major Mackenzie Dr to Stouffville Rd	$ 19,300		$ 19,300
71220	Queensville/Holland Landing PS and Queensville/Bradford PS and Trunk Sewers	New sewage pumping station in Queensville and a replacement pumping station in Bradford. Also trunk sewers from Holland Landing and Queensville to Newmarket Pumping Station	$ 40,917		$ 40,917
74270	Upper Leslie Steet Trunk	Leslie Street (Bloomington Road to 19th Avenue)	$ 324,810		$ 324,810
72350	Weldrick Relief Sewer (NEW Oct 2006)	Relief sewer	$ 2,110		$ 2,110
			$ 1,091,304	**$ 95,763**	**$ 995,541**

Project Number	Name	Description	2007 to 2031 Total Capital Cost	Post Period Benefit	Capital Cost Net of Post Period Benefit
TREATMENT					
71070	Mt Albert WPCP Expansion		$ 6,180		$ 6,180
79570	Sutton WPCP	southwest of Black River Road and Park Road	$ 16,750		$ 16,750
73060	Schomberg WPCP Expansion	Treatment plant expansion	$ 16,054		$ 16,054
73050	Nobleton - Hub Centre	Not part of area specific by-law	$ 550		$ 550
71230	Holland Landing Lagoons Decommissioning		$ 1,860		$ 1,860
77470	Kleinburg WPCP Expansion/Extension of YDSS	Planning, design, and construction of an expansion to	$ 15,551		$ 15,551
72240	Keswick WPCP Expansion	Assess servicing capacity at Keswick WPCP and determine timing for expansion. Includes EA	$ 28,957	$ 2,896	$ 26,061
78110	Decommissioning of Stouffville WPCP and SPS	Stouffville WPCP at Park Dr and Ringwood Ave PS	$ 1,375		$ 1,375
			$ 87,277	**$ 2,896**	**$ 84,381**
THIRD PARTY CAPITAL					
73720	YDSS Duffin Creek WPCP Expansion		$ 366,688	$ 45,290	$ 321,398
79740	Peel System Cost Shared Works		$ 51,540		$ 51,540
79870	YDSS Duffin Creek WPCP Optimization		$ 5,740		$ 5,740
1	Duffin Creek Outstanding Debt	Existing Duffin Creek outstanding committed debt	$ 42,075		$ 42,075
	Duffin Creek WPCP Outfall / Effluent Discharge Strategy		$ 53,300		$ 53,300
	YDSS Duffin Creek WPCP Expansion	From 138 MGD to 161 MGD	$ 125,000	$ 125,000	$ -
			$ 644,343	**$ 170,290**	**$ 474,053**
PLANNING/STUDIES					
73640	System Capacity Assessment	to assess exisiting and future capacity, and monitor water capacity. Includes ongoing model support contract and various hydraulic model support assignments.	$ 30,781		$ 30,781
79100	YDSS Master Plan Update	update York Durham Sewage System Master Plan, including periodic updates and support to the Wastewater Master Plan	$ 4,392		$ 4,392
			$ 35,173	**$ -**	**$ 35,173**
Total Gross Expenditure			**$ 1,897,767**	**$ 268,950**	**$ 1,628,818**

Deduction for Benefit to Existing	**$ 40,517**
Net 2007 DC By-law Expenditures	**$ 1,588,301**

York Region

Transportation

It is estimated that $4.1 billion of transportation (roads) infrastructure will be required to service growth within York Region to the year 2031 and $0.8 billion of transit infrastructure ($1.7 billion including the Vaughan subway) to the year 2016.

The transportation capital costs to be included in the proposed DC By-law are as follows.

	Roads	Transit	Subway	TOTAL
Gross Capital Cost	$4,082.2 M	$784.3 M	973.3 M	**$5,839.8 M**
Net Growth-related costs	**$2,257.5 M**	**$57.7 M**	**$221.4 M**	**$2,536.6 M**

The Roads programs included in this DC By-law are as follows.

Road	From	To	Description of Work	Prop. attrib. to growth (%)	2007-2031
14th Avenue	Ninth Line	Reesor Road	Widen to 4 lanes	90	$ 8,572,000.00
14th Avenue	Reesor Road	York/Durham Line	Widen to 4 lanes	90	$ 7,160,000.00
16th Avenue	Bayview Avenue	Highway 404	Widen to 6 lanes	90	$ 7,276,000.00
16th Avenue	Highway 404	Woodbine Avenue	Widen to 6 lanes	90	$ 4,210,482.00
16th Avenue	New Markham Bypass	York/Durham Line	Widen to 4 lanes	90	$ 6,059,000.00
19th Avenue / Gamble Sdrd	Bathurst Street	Yonge Street	Reconstruct to 2 lanes	90	$ 7,630,503.00
19th Avenue / Gamble Sdrd	Yonge Street	Leslie Street	Reconstruct to 2 lanes	90	$ -
19th Avenue / Gamble Sdrd	Bathurst Street	Bayview Avenue	Widen to 4 lanes	90	$ 8,400,000.00
Bathurst Street	Highway 7	Rutherford Rd	Widen to 6 lanes	90	$ 6,375,000.00
Bathurst Street	King Road	Wellington Street	Widen to 4 lanes	90	$ 457,323.00
Bathurst Street	Mulock Drive	Highway 9	Widen to 4 lanes	90	$ 2,776,511.00
Bathurst Street	Green Lane West	Yonge Street	Reconstruct to 2 paved lanes	70	$ 9,744,132.00
Bathurst Street	Wellington Street	Mulock Drive	Widen to 4 lanes	90	$ 7,894,914.00
Bayview Avenue	Bloomington Road	Wellington Street	Widen to 4 lanes	90	$ 8,085,342.00
Bayview Avenue	19th Avenue	Stouffville Road	Widen to 4 lanes	90	$ 3,352,000.00
Bayview Avenue	Elgin Mills Road	19th Avenue	Widen to 4 lanes	90	$ 4,836,510.00
Bayview Avenue	Highway 407	16th Avenue	Widen to 6 lanes	90	$ 2,696,239.00
Bayview Avenue	John Street	Highway 407	Widen to 6 lanes	90	$ 5,120,000.00
Bayview Avenue	Stouffville Road	Bloomington Road	Widen to 4 lanes	90	$ 3,630,000.00
Bayview Avenue	Wellington Street	Mulock Drive	Widen to 4 lanes	90	$ 8,915,242.00
Bloomington Road	Bayview Avenue	Highway 404	Widen to 4 lanes	90	$ 5,108,381.00
Bloomington Road	Yonge Street	Bayview Avenue	Widen to 4 lanes	90	$ 4,513,679.00
Bloomington Road	Yonge Street	Bathurst Street	Widen to 4 lanes	90	$ 3,950,187.00
Cedar Avenue	Langstaff Road East	Hightech Road	Construct new 4 lane road	90	$ 2,745,000.00
Dufferin Street	Rutherford Rd	Major Mackenzie Drive	Widen to 4 lanes	90	$ 3,402,114.00
Dufferin Street	Steeles Avenue	Glen Shields North	Widen to 6 lanes (incl.Widening CNR GS)	90	$ 7,786,287.00
Highway 7	Rouge River	Warden Avenue	Widen to 6 lanes	90	$ 5,285,521.00
Highway 7	Warden Avenue	Sciberras Road	Widen to 6 lanes	90	$ 5,220,000.00
Highway 50	Highway 7	Rutherford Road	Widen to 6 lanes	90	$ 7,157,739.00
Islington Avenue	Langstaff Road	Rutherford Road	Widen to 4 lanes	90	$ 2,418,121.00
Jane Street	Steeles Avenue	Highway 7	Widen to 6 lanes (incl.Widening CNR GS)	90	$ 14,160,000.00
Keele Street	Steeles Avenue	Highway 7	Widen to 6 lanes (incl.Widening CNR GS)	90	$ 4,950,087.00
Kennedy Road	CNR North of Steeles Avenue		Build CNR grade separation	50	$ 13,615,000.00
Kennedy Road	Denison St	Highway 407	Widen to 6 lanes	90	$ 5,875,000.00
Kennedy Road	Highway 407	Highway 7	Widen to 6 lanes	90	$ 3,240,000.00
Kennedy Road	Steeles Avenue	Denison Street	Widen to 6 lanes	90	$ 2,600,000.00

Road	From	To	Description of Work	Prop. attrib. to growth (%)	2007-2031
Langstaff Road	Highway 27	Highway 50	Widen to 4 lanes	90	$ 8,535,891.00
Langstaff Road	Dufferin Street	Keele Street	Widen to 4 lanes	90	$ 8,320,000.00
Langstaff Road	Weston Road	Islington Avenue	Widen to 4 lanes	90	$ 10,659,309.00
Leslie Street / Don Mills Road	Steeles Avenue	Highway 407	Widen to 6 lanes	90	$ 5,690,000.00
Leslie Street	Bethesda Sideroad	Bloomington Road	Reconstruct to 2 paved lanes	10	$ 4,632,745.00
Leslie Street	Highway 407	Highway 7	Widen to 6 lanes	90	$ 1,431,000.00
Leslie Street	Wellington Street	500 m north	Widen to 4 lanes	90	$ 539,000.00
Markham Bypass Extension	Highway 407	Steels Avenue (9th Line)	Construct new 4 lane road	90	$ 42,719,757.00
Major Mackenzie Drive	Bayview Avenue	Woodbine Avenue	Widen to 6 lanes	90	$ 5,971,000.00
Major Mackenzie Drive	Kennedy Road	Woodbine Avenue	Widen to 4 lanes	90	$ 2,904,479.00
Major Mackenzie Drive	Kennedy Road	Highway 48	Widen to 4 lanes	90	$ 6,043,013.00
Major Mackenzie Drive	Markham Bypass	Ninth Line	Widen to 4 lanes	90	$ 3,691,000.00
Major Mackenzie Drive	Weston Road	Highway 27	Widen to 4 lanes	90	$ 9,202,000.00
McCowan Road	North of Bullock Dr		Build CNR grade separation	50	$ 16,970,000.00
McCowan Road	Steeles Avenue	14th Avenue	Widen to 6 lanes	90	$ 4,430,000.00
McCowan Road	14th Avenue	Bullock Drive	Widen to 6 lanes	90	$ 4,455,000.00
McCowan Road	Bullock Drive	16th Avenue	Widen to 6 lanes	90	$ 3,225,000.00
Metro Road	Morton Avenue	Old Homestead Road	Reconstruct / provide turning lanes	50	$ 6,279,000.00
New Markham Bypass	Highway 7	16th Avenue	Construct new 4 lane road	90	$ 6,390,777.00
New Markham Bypass	Major Mackenzie Drive	Highway 48	Construct new 4 lane road	90	$ 14,773,566.00
Ninth Line	Highway 407	Markham Bypass	Widen to 4 lanes	70	$ 1,634,265.00
Ninth Line	Highway 407	Markham Scarborough Link	Widen to 4 lanes and realignment	90	$ 8,405,000.00
Ninth Line	Markham Bypass	Stouffville Road	Reconstruct to 2 lanes	50	$ 7,757,000.00
Pine Valley Drive	Rutherford Road	Major Mackenzie Drive	Widen to 4 lanes	90	$ 4,357,817.00
RAvenuenshoe Road	Prout Road	Weir's Sdrd	Reconstruct to 2 paved lanes	10	$ 8,667,342.00
Sharon Area	Road improvements			90	$ 4,636,814.00
Leslie Street	Green Lane West	Mount Albert Road		90	$ 6,758,186.00
St. John's Sideroad	Bayview Avenue	Woodbine Avenue	Reconstruct to 2 paved lanes	50	$ 5,210,000.00
St. John's Sideroad	Yonge Street	Bayview Avenue	Widen to 4 lanes	90	$ 10,488,194.00
Stouffville Road	Highway 404	Warden Avenue	Widen to 4 lanes	90	$ 3,830,331.00
Teston Road	Bathurst Street	Dufferin Street	Widen to 4 lanes	90	$ 325,080.00
Teston Road	Weston Road	550 m west of Jane Street	Widen to 4 lanes inc. Hwy 400 Interchange	90	$ 15,336,644.00
Teston Road	550 m west of Jane Street	Keele Street	Widen to 4 lanes	90	$ 8,332,898.00
Vivian Road	Highway 48	York/Durham Line	Reconstruct to 2 paved lanes	50	$ 3,239,394.00
Warden Avenue	Steeles Avenue	Highway 407	Widen to 6 lanes	90	$ 3,412,750.00
Warden Avenue	16th Avenue	Major Mackenzie Drive	Widen to 4 lanes	90	$ 7,089,780.00
Warden Avenue	Highway 407	Apple Creek	Widen to 6 lanes	90	$ 437,229.00

Road	From	To	Description of Work	Prop. attrib. to growth (%)	2007-2031
Weston Road	Rutherford Rd	Major Mackenzie Drive	Widen to 4 lanes	90	$ 8,254,647.00
Weston Road	Steeles Avenue	Highway 7	Widen to 6 lanes	90	$ 5,271,000.00
Woodbine Avenue	Major Mackenzie Drive	19th Avenue	Widen to 4 lanes	90	$ 20,464,162.00
Woodbine Avenue	RAvenuenshoe Road	Morton Avenue	Widen to 4 lanes	90	$ 12,065,603.00
York/Durham Line	Steeles Avenue	Highway 7	Widen to 4 lanes	90	$ 10,321,922.00
York/Peel Boundary Area	Road improvements		New 4 lane road(s)	90	$ -
General road improvements			Intersection and misc capital improvements	90	$ 106,215,932.00
General road improvements			Streetscaping	60	$ 30,000,000.00
			Various Midblock Highway Crossings	90	$ -
Highway 400	Applewood Cr.		Midblock Highway Crossings	90	$ 1,674,386.00
Highway 404	North of Highway 7		Midblock Highway Crossings	90	$ 5,106,065.00
Highway 407	Rodick Road		Midblock Highway Crossings	90	$ -
Highway 404	North of Major Mackenzie Drive		Midblock Highway Crossings	90	$ 18,235,000.00
Highway 407	Birchmount Road		Midblock Highway Crossings	90	$ 2,331,000.00
Highway 400	Block 33 south of Teston Road		Midblock Highway Crossings	90	$ 5,696,000.00
Highway 400	Block 32 south of Major Mackenzie Dr		Midblock Highway Crossings	90	$ 5,696,000.00
16th Avenue	Woodbine Avenue	Warden Avenue	Widen to 6 lanes	90	$ 6,428,000.00
16th Avenue	Warden Avenue	Kennedy Road	Widen to 6 lanes	90	$ 10,557,000.00
16th Avenue	Kennedy Road	McCowan Road	Widen to 6 lanes	90	$ 6,755,000.00
Bathurst Street	CNR north of Steeles Avenue	Highway 407	Widen to 6 lanes	90	$ 8,640,000.00
Bathurst Street	CNR north of Steeles Avenue		Widen CNR Grade Separation to 6 lanes	90	$ 15,895,000.00
Bathurst Street	Rutherford Road	Major Mackenzie Dr	Widen to 6 lanes	90	$ 5,682,000.00
Bayview Avenue	16th Avenue	Major Mackenzie Drive	Widen to 6 lanes	90	$ 7,388,000.00
Davis Drive	Prospect Street	West of Main Street	Add turning lanes	70	$ 1,630,380.00
Doane Road	Leslie Street	Woodbine Avenue	Realign to accommodate 404 Interchange	90	$ 1,700,000.00
Dufferin Street	Highway 407	Major Mackenzie Drive	Widen to 6 lanes	90	$ 5,639,000.00
Dufferin Street	Major Mackenzie Drive	Teston Road	Widen to 4 lanes	90	$ 5,655,000.00
Jane Street	Highway 7	Rutherford Road	Widen to 6 lanes	90	$ 12,011,000.00
Jane Street	Rutherford Road	Major Mackenzie Drive	Widen to 6 lanes	90	$ 5,170,000.00
Keele Street	Highway 7	Rutherford Rd	Widen to 6 lanes	90	$ 9,635,000.00
King Road	Highway 400	Highway 27	Widen to 4 lanes	90	$ 11,910,000.00
Leslie Street	16th Avenue	Major Mackenzie Drive	Widen to 6 lanes	90	$ 5,890,000.00
Leslie Street	500 m N of Wellington St	St. Johns Sideroad	Widen to 4 lanes	90	$ 4,570,000.00
Leslie Street	St. Johns Sideroad	Mulock Drive	Widen to 4 lanes	90	$ 6,795,000.00
Leslie Street	Elgin Mills Road	1 km south of Stouffville Rd	Reconstruct to 2 paved lanes	50	$ 11,967,000.00
Leslie Street	Highway 7	16th Avenue	Widen to 6 lanes	90	$ 6,100,000.00

Road	From	To	Description of Work	Prop. attrib. to growth (%)	2007-2031
Major Mackenzie Drive	Weston Road	Highway 400	Widen to 6 lanes	90	$ 5,190,952.00
Markham Road	Steeles Avenue	Highway 407	Widen to 6 lanes (incl. CNR GS)	90	$ 10,670,000.00
Markham Bypass Extension	Highway 407 (9th Line)	Steels Avenue	Construct new 4 lane road	90	$ -
Rutherford Road	East of Keele Street		Build CNR grade separation	50	$ 7,835,000.00
Rutherford Road	Weston Road	Pine Valley Drive	Widen to 6 lanes	90	$ 14,100,000.00
Rutherford Road	Bathurst Street	Jane Street	Widen to 6 lanes	90	$ 17,025,000.00
Stouffville Road	Warden Avenue	Highway 48	Widen to 4 lanes	90	$ 10,022,000.00
Vaughan Corporate Centre	Highway 400 / 7 ramps			90	$ 4,475,000.00
Warden Avenue	Apple Creek	16th Avenue	Widen to 6 lanes	90	$ 3,525,000.00
Weston Road	Highway 7	Rutherford Road	Widen to 6 lanes	90	$ 10,435,000.00
Weston Road	Major Mackenzie Drive	Teston Road	Widen to 4 lanes	90	$ 1,623,385.00
Yonge Street	Mulock Drive	Green Lane Road	Widen to 6 lanes	90	$ 6,152,698.00
Urbanization Costs				90	$ 51,562,160.26
Bathurst Street	Major Mackenzie Drive	Elgin Mills Road	Widen to 6 lanes	70	$ 4,770,000.00
Highway 50	Rutherford Road	Nashville Road	Widen to 6 lanes	70	$ 4,520,776.00
Highway 50	Nashville Road	Mayfield Road	Widen to 6 lanes	70	$ 2,094,358.00
Major Mackenzie Drive	Highway 27	Highway 50	Widen to 4 lanes and jog elimination	70	$ 14,740,000.00
Rutherford Road	Weston Road	Jane Street	Widen to 6 lanes		$ 7,278,000.00
14th Avenue	Markham Scarborough Link		Build Grade separation	90	$ 2,025,000.00
Second Concession	Green Lane	Queensville Sideroad	Reconstruct to 2 lanes	90	$ 2,300,000.00
Transportation High Occupancy Lanes / Right of Ways					
Right of way along Highway 7 and Yonge				90	$ 65,238,000.00
Vaughan North-South Link				90	$ 42,716,520.00
Markham North-South Link				90	$ 46,754,400.00
Future High Occupancy Lanes / Right of Ways				90	$ 400,000,000.00
Yonge St - Steeles to Highway 7				90	$ 120,198,000.00
Yonge St - Hwy 7 to Bernard (19th)				90	$ 153,180,000.00
Yonge St - Bernard (19th) to Newmarket				90	$ 325,722,320.00
Hwy 7 - Hwy 50 to Vaughan Corporate Centre/Jane				90	$ 193,737,280.00
Hwy 7 - Vaughan Corporate Centre to Yonge Street				90	$ 197,947,200.00
Hwy 7 - Yonge Street to Markham Centre				90	$ 189,635,000.00
Hwy 7 - Markam Centre to Reesor Road				90	$ 141,123,400.00

Road	From	To	Description of Work	Prop. attrib. to growth (%)	2007-2031
16th Avenue	McCowan Road	New Markham Bypass	Widen to 6 lanes	90	$ 17,807,351.67
16th Avenue / Carrville Road	Bathurst Street	Bayview Avenue	Widen to 6 lanes	90	$ 14,623,479.13
16th Avenue	East of Ninth Line	New Markham Bypass	Widen to 4 lanes	90	$ 4,138,607.22
Baseline Road	Dalton Road	Black River Road Extension	Reconstruct and urbanize	50	$ 3,905,744.83
Bayview Avenue	Major Mackenzie Drive	19th Avenue	Widen to 6 lanes	90	$ 15,758,755.23
Bayview Avenue	Steeles Avenue	John Street	Widen to 6 lanes (incl. CNR GS)	90	$ 14,804,503.77
Black River Road	Dalton Road	Baseline Road	Construct new 2 lane road	90	$ 7,105,974.12
Doane Road	Yonge Street	Woodbine Avenue	Widen / Construct 4 lanes	90	$ 26,234,931.34
Doane Road			Construct new Highway 404 Interchange	90	$ 11,191,296.96
Glenwoods Ave	The Queensway	Woodbine Avenue	Widen to 4 lanes	90	$ 7,529,846.97
Highway 27	CPR south of RutherfoRoad		Widen CPR Grade Separation to 6 lanes	90	$ 2,375,938.13
Highway 27	Highway 7	Rutherford Road	Widen to 6 lanes	90	$ 15,624,596.88
Highway 27	Steeles Avenue	Highway 7	Widen to 6 lanes (incl. CNR GS)	90	$ 9,377,418.32
Highway 50	Steeles Avenue	Highway 7	Widen to 6 lanes	90	$ 9,629,897.12
Islington Avenue	North of Steeles Ave		Build CP grade separation	50	$ 8,660,992.74
Keele Street	15th Sideroad	Lloydtown/Aurora Road	Reconstruct to 2 paved lanes	10	$ 10,225,170.24
Keele Street	Rutherford Road	S of Major Mackenzie Drive	Widen to 6 lanes	90	$ 5,411,614.54
Kennedy Road	Aurora Road	Davis Drive	Reconstruct to 2 paved lanes	10	$ 15,525,281.10
Kennedy Road	Highway 7	16th Avenue	Widen to 6 lanes	90	$ 12,032,081.33
Kennedy Road	North of Highway 7		Build CNR grade separation	50	$ 7,752,459.49
Kennedy Road	Old Homestead Road	Metro Road	Reconstruct to 2 paved lanes	10	$ 10,228,830.52
Kennedy Road	Ravenshoe Road	Old Homestead Road	Reconstruct to 2 paved lanes	10	$ 11,295,090.65
King Road	Highway 27	York/Peel Boundary	Widen to 4 lanes	90	$ 12,003,016.92
Leslie Street	Bloomington Road	Wellington Street	Reconstruct to 2 paved lanes	10	$ 8,056,422.29
Leslie Street	Stouffville Road	1 km south	Jog elimination and grade separation	70	$ 4,618,491.29
Major Mackenzie Drive	East side of Maple	Yonge Street	Widen to 6 lanes	90	$ 19,687,629.44
Major Mackenzie Drive	Highway 400	McNaughton Road	Widen to 6 lanes	90	$ 6,703,117.74
Major Mackenzie Drive	Yonge Street	Bayview Avenue	Widen to 6 lanes	90	$ 7,396,649.62
Markham Road	South of 14th Ave		Widen CNR Grade Separation to 6 lanes	90	$ 7,785,019.47
Metro Road	Old Homestead Road	Clarlyn Drive	Reconstruct / provide turning lanes	70	$ 1,149,338.47
Ninth Line	Major Mackenzie Drive	Stouffville Road	Widen to 4 lanes	90	$ 22,947,463.26
Old Homestead Road	Metro Road	The Queensway North	Widen and urbanize	90	$ 4,669,125.29
Pine Valley Drive	Major Mackenzie Drive	Teston Road	Widen to 4 lanes	90	$ 8,557,304.69
Pine Valley Drive	Steeles Avenue	Highway 7	Widen to 6 lanes (incl. CNR GS)	90	$ 14,310,998.18
Ravenshoe Road	Weir's Sideroad	York/Durham Line	Reconstruct to 2 paved lanes	10	$ 16,385,904.40

Road	From	To	Description of Work	Prop. attrib. to growth (%)	2007-2031
Remaining Gravel Roads			Reconstruct to 2 paved lanes	10	$ 1,230,000.00
Remaining Surface Treated Roads			Reconstruct to 2 paved lanes	10	$ 4,018,000.00
Rutherford Road	Pine Valley Drive	Highway 27	Widen to 6 lanes	90	$ 17,451,368.89
St. John's Sideroad	Yonge Street	Bathurst Street	Widen to 4 lanes	90	$ 5,441,956.38
St. John's Sideroad / Highway 404 Interchange				90	$ 3,970,658.13
Stouffville Road	Yonge Street	Woodbine Avenue	Widen to 4 lanes	90	$ 11,394,122.92
Teston Road	Weston Road	Pine Valley Drive	Widen to 4 lanes	90	$ 11,036,664.69
Weston Road	Rutherford Road	Major Mackenzie Drive	Widen to 6 lanes	90	$ 8,461,820.01
Woodbine Avenue	Green Lane	Ravenshoe Road	Widen to 4 lanes	90	$ 26,223,458.92
Woodbine Avenue	Highway 7	Major Mackenzie Drive	Widen to 6 lanes	90	$ 13,202,692.73
Woodbine Avenue	Morton Avenue	Old Homestead Road	Widen to 4 lanes	90	$ 3,481,517.10
Yonge Street	Davis Drive	1 km North	Urbanize west side	10	$ 2,165,929.31
Yonge Street	Elm Grove Ave	Bloomington Road	Widen LT lane, urbanize and various repairs	90	$ 2,342,657.56
York/Durham Line	Highway 7	Stouffville Road	Reconstruct to 2 lanes	50	$ 16,280,012.76
York/Durham Line	Stouffville Road	Bloomington Road	Reconstruct to 2 lanes	10	$ 7,749,411.08
General road improvements			Intersection and misc capital improvements	70	$ 60,000,000.00
General road improvements			Streetscaping	90	$ 30,000,000.00
McCowan Road	Davis Drive	Ravenshoe Road	Reconstruct to 2 lanes	50	$ 15,000,000.00
Second Concession	Green Lane	Queensville Sideroad	Widen to 4 lanes	90	$ 24,061,557.67
Warden Avenue	Ravenshoe Road	Baseline Road	Reconstruct to 2 lanes	50	$ 17,063,853.65
14th Avenue	Markham Road	9th Line	Widen to 4 lanes	70	$ 10,264,271.22
Aurora Road	East of Woodbine Avenue		Build CNR grade separation	30	$ 7,880,048.03
Bathurst Street	Elgin Mills Road	Gamble Road	Widen to 6 lanes	70	$ 6,622,341.43
Bloomington Road	Woodbine Avenue	Durham Region	Widen to 4 lanes	70	$ 42,521,888.23
Dufferin Street	North of King Road		Build CNR grade separation	30	$ 7,595,844.03
Dufferin Street	Teston Road	King Road	Widen to 4 lanes	70	$ 8,728,456.42
Elgin Mills Road	East of Yonge St		Build CNR grade separation	30	$ 8,075,988.36
Highway 27	Major Mackenzie Drive	North of King Road	Widen to 4 lanes	70	$ 22,263,873.71
Highway 27	Rutherford Road	Major Mackenzie Drive	Widen to 6 lanes	70	$ 7,598,126.93
Jane Street	Major Mackenzie Drive	Teston Road	Widen to 6 lanes	70	$ 8,939,147.58
Jane Street	Teston Road	Kirby Road	Widen to 4 lanes	70	$ 6,934,222.00

York Region

Road	From	To	Description of Work	Prop. attrib. to growth (%)	2007-2031
Keele Street	King Road	15th Sideroad	Widen to 4 lanes	70	$ 5,392,234.66
Kennedy Road	Aurora Road	Davis Drive	Widen to 4 lanes	70	$ 11,797,089.80
Kennedy Road	Major Mackenzie Drive	Elgin Mills Road	Widen to 4 lanes	70	$ 3,032,221.60
Leslie Street	Mount Albert	Ravenshoe Road	Widen to 4 lanes	70	$ 22,191,270.14
Major Mackenzie Drive	East of Highway 48		Build CNR grade separation	30	$ 7,975,076.59
Markham Bypass	Highway 48	Highway 404	Construct new 4 lane road	70	$ 29,570,106.40
McCowan Road	Major Mackenzie Drive	Stouffville Road	Widen to 4 lanes	70	$ 14,478,342.04
New Markham Bypass	Steeles Avenue	16th Avenue	Widen to 6 lanes	70	$ 42,588,224.46
Rutherford Road	Highway 50	Highway 27	Widen to 6 lanes	70	$ 10,703,062.50
Remaining Gravel Roads				10	$ 1,230,000.00
Remaining Surface Treated Roads				10	$ 4,018,000.00
Simcoe Landing Area	improvements from Highway 404	Ravenshoe Road		70	$ 4,943,106.86
Stouffville Road	Highway 48	East of 9th Line	Widen to 4 lanes	70	$ 7,180,052.35
Teston Road	Dufferin Street	Keele Street	New 4 lane road	70	$ 38,025,000.00
Warden Avenue	Major Mackenzie Drive	Bloomington Road	Widen to 4 lanes	70	$ 20,638,964.71
Wellington Street	Highway 404	Highway 48	Widen to 4 lanes	70	$ 23,845,935.25
Weston Road	Teston Road	Kirby Road	Widen to 4 lanes	70	$ 5,956,814.00
Woodbine Avenue	Elgin Mills Road	Bloomington Road	Widen to 4 lanes	70	$ 25,874,678.54
York/Durham Line	Highway 7	Stouffville Road	Widen to 4 lanes	70	$ 16,572,962.56
General road improvements			Intersection and misc capital improvements	50	$ 60,000,000.00
General road improvements			Streetscaping	70	$ 24,000,000.00
					$ 4,082,229,566.00

Regional and Rapid Transit

Costs included in the Regional Transit category include vehicles and equipment ($214.4 million), building and land costs ($230.9 million), net construction costs ($11.0 million), and other ($127.8 million) for a total of $584.1 million. These amounts exclude costs for benefit to the existing population of approximately $200.2 million. A further $175.6 million worth of grants and subsidies has been deducted. In addition, as a result of using the service level for the prior ten year period, $350.7 million of growth-related capital costs for transit are unrecoverable.

Service Category: Transportation			**Service Component:** Transit			
Council-Approved Standard of Service Provided:						
10 Year Historical Average cost per capita/employee				$142.48		
Net Growth-Related Capital Costs in Accordance with Service Standards						
10 Year Average Cost per capita/employee				$142.48		
Net Population and Employment Growth (2007-2016)				405,238		
Growth-related service cost required (2007-2016)				$57,736,508		
Less: amount anticipated by Council for subsidy and other contributions				$0		
Net growth-related capital cost						$57,736,508
Residential share 60%						$34,641,905
Non-residential share 40%						$23,094,603
Net Growth-Related Capital Costs in Accordance with Capital Forecast 2007-2016 (in 000's)						
				Distributed as Follows:		
				Attributable to the Need Resulting from Development		
Project Name	Gross Capital Cost	Less: Grants Subsidies & Other Contrib.	Equals: Net Capital Cost	Residential	Non-Residential	Not Recoverable Re: Service Level
1 Vehicles & Equipment	$214,408	$65,163	$149,245	$12,657	$8,439	$128,149
2 Building / Land	$230,923	$30,782	$200,141	$16,974	$11,316	$171,851
3 Net Construction	$10,958	$1,489	$9,469	$803	$536	$8,130
4 Other	$127,767	$78,152	$49,616	$4,208	$2,805	$42,603
TOTAL	$584,056	$175,586	$408,470	$34,642	$23,095	$350,733

General Services

Police

Costs included in the Police category include facilities, vehicles and equipment.

Of the $61.3 million forecasted expenditures for the next ten years for facilities, $14.4 million was deducted as the benefit to the existing population with $46.8 million remaining. Of this amount, based on the 10 year average service level of the prior 10-year period, $27.2 million was not eligible to be recovered, leaving $19.6 million.

Service Category:	Police	**Component:**	Facilities
Council-Approved Standard of Service Provided:			
	10 Year Average square foot per capita/employee		0.225
	Cost per sq. ft.		$215
	10 Year Average cost per sq. ft. per capita/employee		$48.42

The current buildings utilized by the York Regional Police are outlined below:

Current Facilities	sq. ft.	Current Facilities	sq. ft.
District #1 (Newmarket)	30,000	Safety Village (Stouffville)	10,000
District #2 (Richmond Hill)	40,000	Other (Aurora)	1,500
District #3 (Georgina)	25,500	East Gwillimbury	13,598
District #4 (Vaughan)	45,000	Court Services (Newmarket)	4,500
District #5 (Markham)	40,000	Vaughan Mills	949
Headquarters (Newmarket)	56,062	Yonge & Mulock (Newmarket)	13,704
Support Services (Aurora)	15,000	Community Resource (R. Hill)	8,224
Investigative Services (Aurora)	12,464	Drugs & Vice	2,700
Buttonville	2,094	**Total Square Footage:**	**321,295**

The Finance branch of the Regional Police advise that the following capital projects are forecasted over the next 10 year period:

a) construction of an investigative and support services facility.
b) construction of training facility.
c) construction of new communications facility
c) construction of new #6 District facility

Net Growth-Related Capital Costs in Accordance with Service Standards			
10 Year Average cost per sq. ft. per capita/employee		$48.42	
Net Population and Employment Growth (2007-2016)		405,238	
Growth-related service cost required (2006-2017)		$19,622,294	
Net growth-related capital cost			$19,622,294
Residential share	62%		$12,199,261
Non-residential share	38%		$7,423,033

Net Growth-Related Capital Costs in Accordance with Capital Forecast 2007-2016 (in 000's)

	Project Name	Gross Capital Cost	Less: Grants Subsidies & Other Contrib.	Equals: Net Capital Cost	Distributed as Follows: Attributable to the Need Resulting from Development: Residential	Non-Residential	Not Recoverable Re: Service Level
1	Investigative & Support Services Facility	$24,669	$0	$24,669	$6,424	$3,909	$14,336
2	Training Branch Facility	$10,706	$0	$10,706	$2,788	$1,696	$6,222
3	Communications Facility	$3,824	$0	$3,824	$996	$606	$2,222
4	#6 District Facility	$7,647	$0	$7,647	$1,991	$1,212	$4,444
	(Gross capital cost of each of above excludes benefit to existing population of approximately 24%.)						
	TOTAL	$46,845	$0	$46,845	$12,199	$7,422	$27,223

For equipment, of the $21.3 million forecasted expenditures for the next ten years, $13.7 million was deducted as the benefit to the existing population with $7.6 million remaining to be recovered through development charges. In terms of average service level, there is an “unused capacity” of $2.5 million between what is forecast to be spent and what is allowable.

Service Category:	Police	**Component:**	Police Fleet
Council-Approved Standard of Service Provided:			
	10 Year Average vehicles per capita/employee		0.000284
	Average Cost per Vehicle		$46,300
	10 Year Average cost per vehicle per capita/employee		$13.15

Police fleet includes cars, vans, motorcycles, motor home, mobile command centre, boats, trucks, snowmobiles, trailers and a helicopter.

Based on the 2006 year end approved officer compliment of 1,229 officers and 422 civilian positions, the force presently has one officer for 765 persons. Over the ten year forecast period another 329 officers are required to maintain their present officer/resident ratio. The force currently has a standard of 7 officers per patrol vehicle. Based on this standard, it is expected that another 47 vehicles will be required over the forecast period to support the new officers. The cost of an equipped patrol vehicle is $46,300.

Net Growth-Related Capital Costs in Accordance with Service Standards			
10 Year Average cost per vehicle per capita/employee		$13.15	
Net Population and Employment Growth (2007-2016)		405,238	
Growth-related service cost required (2007-2016)		$5,327,439	
Net growth-related capital cost			$5,327,439
Residential share	62%		$3,312,091
Non-residential share	38%		$2,015,348

Net Growth-Related Capital Costs in Accordance with Capital Forecast 2007-2016 (in 000's)

	Project Name	Gross Capital Cost	Less: Grants Subsidies & Other Contrib.	Equals: Net Capital Cost	Distributed as Follows: Attributable to the Need Resulting from Development: Residential	Non-Residential	Not Recoverable Re: Service Level
1	Vehicles for staff additions	$2,176		$2,176	$1,353	$823	$0
	TOTAL	$2,176	$0	$2,176	$1,353	$823	$0

For vehicles, all of the $2.2 million forecast to be spent over the next 10-year period is to support growth as the force is expected to grow by 329 officers in order to maintain the current officer to resident ratio. In terms of average service level, there is an “unused capacity” of $3.2 million between what is forecast to be spent and what is allowable.

Service Category:	Police	**Component:**	Communication & other Equip.

Council-Approved Standard of Service Provided:

10 Year Average Cost per capita/employee	$25.07

Existing equipment includes a voice radio communication system, surveillance equipment and others.

Over the forecast period, additional expenditures will be required to install specialized equipment.

Net Growth-Related Capital Costs in Accordance with Service Standards

10 Year Average Cost per capita/employee		$25.07	
Net Population and Employment Growth (2007-2016)		405,238	
Growth-related service cost required (2007-2016)		$10,159,732	
Net growth-related capital cost			$10,159,732
Residential share	62%		$6,316,347
Non-residential share	38%		$3,843,385

Net Growth-Related Capital Costs in Accordance with Capital Forecast 2007-2016 (in 000's)

Project Name	Gross Capital Cost	Less: Grants Subsidies & Other Contrib.	Equals: Net Capital Cost	Distributed as Follows: Attributable to the Need Resulting from Development: Residential	Distributed as Follows: Attributable to the Need Resulting from Development: Non-Residential	Distributed as Follows: Not Recoverable Re: Service Level
1 Specialized Equipment	$21,300					
Less benefit to existing:	($13,660)					
	$7,640		$7,640	$4,750	$2,890	$0
TOTAL	$7,640	$0	$7,640	$4,750	$2,890	$0

EMS

Costs included in the EMS category include facilities, and vehicles. All of the $3.7 million forecasted expenditures for the next ten years for facilities are due to growth, with no deductions for "benefit to the existing population".

Service Category:	Emergency Medical Services	**Component:**	Facilities
Council-Approved Standard of Service Provided:			
	10 Year Average square foot per capita/employee		0.031
	Cost per sq. ft.		$285
	10 Year Average cost per sq. ft. per capita/employee		$8.84

Currently, there are 20 Paramedic Response stations which serve York Region ambulances, with a total gross floor area of 70,525 square feet. It is anticipated that a number of new bays will be required to accommodate the increased demand in the Region:

Building	Current Bays	Anticipated New # of Bays
Queensville	1	2
Keswick	1	2
Maple	1	2
Pefferlaw	1	1
		7

Net Growth-Related Capital Costs in Accordance with Service Standards			
10 Year Average cost per sq. ft. per capita/employee		$8.84	
Net Population and Employment Growth (2007-2016)		405,238	
Growth-related service cost required (2007-2016)		$3,580,281	
Net growth-related capital cost			$3,580,281
Residential share	83%		$2,976,554
Non-residential share	17%		$603,727

Net Growth-Related Capital Costs in Accordance with Capital Forecast 2007-2016 (in 000's)

Project Name	Gross Capital Cost	Less: Grants Subsidies & Other Contrib.	Equals: Net Capital Cost	Distributed as Follows: Attributable to the Need Resulting from Development		
				Residential	Non-Residential	Not Recoverable Re: Service Level
1 Paramedic Response Stations - New Bays (7 New)	$3,658	$0	$3,658	$2,976	$604	$78
TOTAL	$3,658	$0	$3,658	$2,976	$604	$78

For vehicles, all of the $3.1 million forecasted expenditures for the next ten years are due to growth. York Region expects to purchase 15 Ambulances and 2 Emergency Support Units. Of the forecasted expenditures, only $1.8 million is eligible to be recovered from development charges due to the 10-year average service level for the 1997 to 2006 period.

Service Category:	Emergency Medical Services	Component:	Vehicles

Council-Approved Standard of Service Provided:

10 Year Average vehicles per capita/employee	0.000031
Cost per Vehicle	$143,636
10 Year Average cost per vehicle per capita/employee	$4.47

The Regional ambulance service fleet currently consists of thirty-one ambulance vehicles, two administration vehicles, one emergency support unit and ten paramedic response units / supervisory vehicles.

It is projected that 15 new ambulance vehicles will be required to adequately service the increase in calls over the next 10 year period. It is also anticipated that two emergency support units will be required over the next 10 year period to accommodate the projected increase in call responses.

Net Growth-Related Capital Costs in Accordance with Service Standards

10 Year Average cost per vehicle per capita/employee		$4.47	
Net Population and Employment Growth (2007-2016)		405,238	
Growth-related service cost required (2007-2016)		$1,813,317	
Net growth-related capital cost			$1,813,317
Residential share	83%		$1,507,545
Non-residential share	17%		$305,772

Net Growth-Related Capital Costs in Accordance with Capital Forecast 2007-2016 (in 000's)

	Project Name	Gross Capital Cost	Less: Grants Subsidies & Other Contrib.	Equals: Net Capital Cost	Distributed as Follows: Attributable to the Need Resulting from Development: Residential	Non-Residential	Not Recoverable Re: Service Level
1	15 Ambulances	$2,550		$2,550	$1,260	$256	$1,034
2	2 Emergency Support Units	$500		$500	$247	$50	$203
	TOTAL	$3,050	$0	$3,050	$1,507	$306	$1,237

Capital Growth Studies

Costs included in the Capital Growth Studies category are for growth-related capital studies. There is currently $4.0 million forecast to be spent on facilities in the next ten-year period.

Service Category:	Capital Growth Studies	**Component:**	Capital Growth Studies
Council-Approved Standard of Service Provided:			
	Provision for Growth Studies		$400,000
	# of years		10
	Total Provision for Growth Studies		$4,000,000

The DC Act, 1997 allows for full recovery of growth-related study costs. A provision of $400,000 per year has been allowed for studies to be undertaken regarding the provision of growth-related capital infrastructure. In accordance with policies within the Regional Official Plan, a financial impact analysis is undertaken on all major new developments. These studies are primarily completed by Regional staff. Large scale analyses may require the retention of external consultants/agencies to provide information. This funding category is also utilized to retain consultants for Long Term Water/Sewer/Transportation studies, as authorized by Council.

Net Growth-Related Capital Costs in Accordance with Service Standards			
10 Year Average cost per capita/employee		n/a	
Net Population and Employment Growth (2007-2016)		405,238	
Growth-related service cost required (2007-2016)		$4,000,000	
Net growth-related capital cost			$4,000,000
Residential share	62%		$2,486,817
Non-residential share	38%		$1,513,183

Net Growth-Related Capital Costs in Accordance with Capital Forecast 2007-2016 (in 000's)

		Gross Capital Cost	Less: Grants Subsidies & Other Contrib.	Equals: Net Capital Cost	Distributed as Follows: Attributable to the Need Resulting from Development: Residential	Non-Residential	Not Recoverable Re: Service Level
1	Growth-related studies	$4,000		$4,000	$2,487	$1,513	$0
	TOTAL	$4,000	$0	$4,000	$2,487	$1,513	$0

Long Term Care

Costs included in the Long Term Care category are for facilities. There is currently $48.1 million forecast to be spent on three facilities in the next ten-year period. Of the $48.1 million, based on the 10 year average service level of the prior 10-year period, $30.7 million is not eligible to be recovered, leaving $17.4 million to be recovered from development charges.

Service Category:	Long Term Care	**Component:**	Facilities
Council-Approved Standard of Service Provided:			
	10 Year Average square foot per capita/employee		0.187
	Replacement cost per sq. ft. including land		$230
	10 Year Average cost per sq. ft. per capita/employee		$43.01

In July 1993, the Province amended Long Term Care legislation, which resulted in a significant change to the manner in which long term care is provided. Under the new legislation, LTC facilities must admit individuals who are 18 years of age and older, as opposed to 60 years of age per the previous legislation. As well, restrictions have been eased regarding admittance of individuals with complex medical conditions, and ward accommodations have been eliminated and replaced with private and semi-private accommodations. As a result, LTC facilities must be reconstructed to provide for the increase in service standards and demand for these facilities.

Note 1:
Although Provincial funding of LTC operating costs has been altered, the Province has agreed to provide funding at a per diem rate of $10.35 per bed over 20 years (maximum $75,000 per bed).

Net Growth-Related Capital Costs in Accordance with Service Standards			
10 Year Average cost per sq. ft. per capita/employee		$43.01	
Net Population and Employment Growth (2007-2016)		405,238	
Growth-related service cost required (2007-2016)		$17,429,302	
Less: amount anticipated by Council for subsidy and other contributions		$0	
Net growth-related capital cost			$17,429,302
Residential share	100%		$17,429,302
Non-residential share	0%		$0

Net Growth-Related Capital Costs in Accordance with Capital Forecast 2007-2016 (in 000's)

		Gross Capital Cost (Includes Land)	Less: Grants Subsidies & Other Contrib. See Note 1	Equals: Net Capital Cost	Distributed as Follows: Attributable to the Need Resulting from Development: Residential	Distributed as Follows: Attributable to the Need Resulting from Development: Non-Residential	Not Recoverable Re: Service Level
1	Markham Health Centre (200 beds + 25 supportive housing)	$28,571	$15,000	$13,571	$10,736	$0	$2,835
2	Maple Health Centre (28 beds)	$4,500	$2,100	$2,400	$1,899	$0	$501
3	Georgina Health Centre (120 beds)	$15,060	$9,000	$6,060	$4,794	$0	$1,266
	TOTAL	$48,131	$26,100	$22,031	$17,429	$0	$4,602

Public Health

Costs included in the Public Health category are for future facilities. There is currently $5.3 million forecast to be spent on facilities in the next ten-year period. Based on the 10-year average service level of the prior 10-year period, there is an “unused capacity” of $0.3 million.

Service Category:	Health	**Component:**	Facilities

Council-Approved Standard of Service Provided:

10 Year Average square foot per capita/employee	0.077
Cost per sq. ft.	$178
10 Year Average cost per sq. ft. per capita/employee	$13.71

The Province has proposed significant revisions to the Public Health delivery system effective in 1998. Traditional funding for operational costs related to Public Health services was provided 75% from the Province. New operational and capital mandate for Public Health care requires services be provided in accordance with prescribed standards and municipalities be fully responsible for funding. Current Public Health facilities within the Region of York are outlined below.

Current capacity	Gross sq. ft.		Gross sq. ft.	
Prospect St. (Newmarket)	12,800	194 Eagle St. (Nmkt)	6,828	
465 Davis Drive (Newmarket)	14,022	13990 Dufferin St. (King)	200	
4261 Highway #7 (Markham)	27,137	71 Bruce St. Woodbridge	80	
50 High Tech Road (Richmond Hill)	30,286	100 Biscayne Blvd. Keswick	200	
Admin Bldg. (Newmarket)	40,568	20798 Dalton Rd. Sutton	140	
	124,813		7,448	132,261

A provision has been incorporated to provide for two additional capital facilities for Public Health services - one in Georgina and one in Vaughan, 15000 sq. feet each.

Net Growth-Related Capital Costs in Accordance with Service Standards

10 Year Average cost per sq. ft. per capita/employee		$13.71	
Net Population and Employment Growth (2007-2016)		405,238	
Growth-related service cost required (2007-2016)		$5,556,000	
Net growth-related capital cost			$5,556,000
Residential share	90%		$5,000,400
Non-residential share	10%		$555,600

Net Growth-Related Capital Costs in Accordance with Capital Forecast 2007-2016 (in 000's)

		Gross Capital Cost	Less: Grants Subsidies & Other Contrib.	Equals: Net Capital Cost	Distributed as Follows: Attributable to the Need Resulting from Development: Residential	Non-Residential	Not Recoverable Re: Service Level
1	Provision for future facilities	$5,341		$5,341	$4,807	$534	$0
	TOTAL	$5,341	$0	$5,341	$4,807	$534	$0

Public Works

Costs included for Public Works include facilities and vehicles and equipment.

Of the $7.3 million forecasted expenditures for the next ten years for facilities, based on the 10 year average service level of the prior 10-year period, $1.9 million is not eligible to be recovered with $5.3 million to be recovered from development charges.

Service Category:	Public Works	**Component:**	Facilities
Council-Approved Standard of Service Provided:			
	10 Year Average square foot per capita/employee		0.058
	Cost per sq. ft.		$227
	10 Year Average cost per sq. ft. per capita/employee		$13.19

Current capacity

	Year	sq. ft.
Markham Yard (A2)	1995	10,160
Maple Yard (B3)	1995	10,000
Main Yard (A5)	1960	6,000
Sutton Yard (C2)	2002	10,200
Salt/Sand Storage		41,300
		77,660 sq. ft.

Net Growth-Related Capital Costs in Accordance with Service Standards			
10 Year Average cost per sq. ft. per capita/employee		$13.19	
Net Population and Employment Growth (2007-2016)		405,238	
Growth-related service cost required (2007-2016)		$5,345,878	
Net growth-related capital cost			$5,345,878
Residential share	60%		$3,207,527
Non-residential share	40%		$2,138,351

Net Growth-Related Capital Costs in Accordance with Capital Forecast 2007-2016 (in 000's)

					Distributed as Follows:		
					Attributable to the Need Resulting from Development		
		Gross Capital Cost	Less: Grants Subsidies & Other Contrib.	Equals: Net Capital Cost	Residential	Non-Residential	Not Recoverable Re: Service Level
1	Southeast Yard	$5,250		$5,250	$2,323	$1,548	$1,379
2	Southwest Yard	$2,000		$2,000	$885	$590	$525
	TOTAL	$7,250	$0	$7,250	$3,208	$2,138	$1,904

For vehicles and equipment, $6.9 million is forecast to be spent on vehicles and equipment with an average life of seven years or more. Of the $6.9 million forecasted expenditures for the next ten years, based on the average service level of the prior ten-year period, $0.6 million is not eligible to be recovered, leaving $6.4 million to be recovered from development charges.

Service Category:	Public Works	Component:	Vehicles & Major Equip.

Council-Approved Standard of Service Provided:

10 Year Average Vehicles per capita/employee	0.000077
Wtd Average Replacement Cost per Vehicle	$202,531
10 Year Average Cost per vehicle per capita/employee	$15.67

The Public Works Department currently owns 250 vehicles and contracts the services of the year round equivalent of 30 vehicles. Over the forecast period, it is estimated that an additional 98 vehicles will be required to maintain the current 10 year service level standard. Of these 98 vehicles, 36 have a useful life of longer than 7 years, thus are permitted for inclusion in the cost provision for the 2007 DC By-law.

Net Growth-Related Capital Costs in Accordance with Service Standards

10 Year Average cost per vehicle per capita/employee		$15.67	
Net Population and Employment Growth (2007-2016)		405,238	
Growth-related service cost required (2007-2016)		$6,351,924	
Net growth-related capital cost			$6,351,924
Residential share	60%		$3,811,154
Non-residential share	40%		$2,540,770

Net Growth-Related Capital Costs in Accordance with Capital Forecast 2007-2016 (in 000's)

	Project Name	Gross Capital Cost	Less: Grants Subsidies & Other Contrib.	Equals: Net Capital Cost	Distributed as Follows: Attributable to the Need Resulting from Development: Residential	Non-Residential	Not Recoverable Re: Service Level
1	Stake Trucks (8)	$560		$560	$309	$206	$45
2	Triaxle Dump H.D. (3)	$750		$750	$413	$276	$61
3	Tandem Dump H.D. (12)	$2,880		$2,880	$1,588	$1,059	$233
4	Bucket / Boom / Crane (1)	$220		$220	$121	$81	$18
5	Sweepers (1)	$350		$350	$193	$129	$28
6	Tractors / Mowers / Loaders (2)	$300		$300	$166	$110	$24
7	Paint Zone Marker (2)	$700		$700	$386	$257	$57
8	Rubber Tire Backhoe (3)	$450		$450	$248	$166	$36
9	Sewer Vac / Flusher (1)	$300		$300	$166	$110	$24
10	Industrial Snowblower (1)	$200		$200	$110	$74	$16
11	Bulk Fuel Storage (2)	$200		$200	$110	$74	$16
	Total = 36						
	TOTAL	$6,910	$0	$6,910	$3,810	$2,542	$558

7. Development Charge Rate Calculation

Summary of Costs

Capital Cost Summary
Hard Service Component
2007 - 2031

Service	Total Gross Costs	Less: Benefit to Existing Development[1]	Less: Post Period Benefit	Less: Ineligible re: Level of Service	Less: Grants, Subsidies & Other	Costs Attributable to Development	Less: 10% Statutory Reduction	Total Net Growth-related Costs
Water Supply	$861,744,717	$11,120,523	$97,905,826			$752,718,368		$752,718,368
Sewer Servicing	$1,897,767,346	$40,516,634	$268,949,606			$1,588,301,106		$1,588,301,106
Regional Roads	$4,082,229,566	$698,930,642			$1,125,805,272	$2,257,493,652		$2,257,493,652
Total	$6,841,741,629	$750,567,799	$366,855,432	$0	$1,125,805,272	$4,598,513,126	$0	$4,598,513,126

Capital Cost Summary
General Service Component
2007 - 2016

Service	Total Gross Costs	Less: Deferred Benefit to Development	Less: Benefit to Existing Development	Less: Ineligible re: Level of Service	Less: Grants, Subsidies & Other	Costs Attributable to Development	Less: 10% Statutory Reduction	Total Net Growth-related Costs
Police	$56,661,218			$27,223,118	$0	$29,438,100	$0	$29,438,100
Emergency Medical Services	$6,708,000			$1,315,000	$0	$5,393,000	$0	$5,393,000
Capital Growth Studies	$4,000,000			$0	$0	$4,000,000	$0	$4,000,000
Regional Transit	$784,260,093		$200,204,186	$350,732,763	$175,586,144	$57,737,000	$5,773,700	$51,963,300
Long Term Care	$48,131,000			$4,602,000	$26,100,000	$17,429,000	$1,742,900	$15,686,100
Health	$5,341,274			$0	$0	$5,341,274	$534,127	$4,807,147
Public Works	$14,160,000			$2,627,000	$0	$11,533,000	$1,153,300	$10,379,700
Total	$919,261,585	$0	$200,204,186	$386,499,881	$201,686,144	$130,871,374	$9,204,027	$121,667,347
Subway	$ 973,262,320	$ 34,342,077	$ 87,667,697		$ 629,841,547	$ 221,410,999	$ -	$ 221,410,999
Total With Subway	**$8,734,265,534**	**$784,909,876**	**$654,727,315**	**$386,499,881**	**$1,957,332,963**	**$4,950,795,499**	**$9,204,027**	**$4,941,591,471**

The above costs exclude existing debt payments. These are shown in the calculations below.

Summary of Rates

	Single and Semi-Detached	Multiple Unit Dwelling	Apartments: 2 or more Bedroom	Apartments: Less than 2 Bedroom	Per Square Foot of GFA: Industrial/Office Institutional	Per Square Foot of GFA: Retail
Hard Services:						
Water	$3,006	$2,491	$1,878	$1,211	$1.97	$2.74
Sewer *	$9,578	$7,937	$5,984	$3,859	$4.41	$5.30
Roads	$6,913	$5,728	$4,319	$2,785	$3.25	$11.29
Subtotal	*$19,497*	*$16,156*	*$12,181*	*$7,855*	*$9.63*	*$19.33*
Transit	$497	$398	$293	$200	$0.18	$0.61
General Services:						
Police	$274	$219	$162	$110	$0.136	$0.151
EMS	$68	$54	$40	$27	$0.011	$0.012
Capital Growth Studies	$36	$29	$21	$14	$0.018	$0.020
Long Term Care	$232	$186	$137	$93	$0.000	$0.000
Public Health	$62	$50	$37	$25	$0.006	$0.006
Public Works	$90	$72	$53	$36	$0.033	$0.111
Subtotal	*$762*	*$610*	*$450*	*$305*	*$0.20*	*$0.30*
GO Transit	*$296*	*$233*	*$171*	*$108*	*$0.00*	*$0.00*
Total	**$21,052**	**$17,397**	**$13,095**	**$8,468**	**$10.02**	**$20.24**
Subway	$1,918	$1,534	$1,132	$773	$0.698	$2.359
Total	**$22,970**	**$18,931**	**$14,227**	**$9,241**	**$10.71**	**$22.60**

* Rates do not apply to Nobleton.

Versus Current Rates

	Single and Semi-Detached	Multiple Unit Dwelling	Apartments 2 or more Bedroom	Apartments Less than 2 Bedroom	Per Square Foot of GFA Industrial/Office Institutional	Per Square Foot of GFA Retail
Hard Services:						
Water	($1,805)	($1,633)	($1,146)	($714)	$1.23	$1.00
Sewer	$4,857	$3,890	$3,016	$1,971	$3.70	$3.63
Roads	$2,300	$1,772	$1,418	$943	$1.41	$7.79
Subtotal	*$5,352*	*$4,029*	*$3,288*	*$2,200*	*$6.34*	*$12.42*
Transit	($764)	($644)	($476)	($290)	($0.33)	($0.14)
General Services:						
Police	$79	$60	$45	$36	$0.034	$0.037
EMS	$31	$23	$18	$12	($0.001)	($0.003)
Capital Growth Studies	($7)	($6)	($3)	($2)	($0.003)	($0.003)
Long Term Care	$68	$54	$39	$31	$0.000	$0.000
Public Health	$20	$17	$13	$9	$0.003	$0.003
Public Works	$24	$18	$15	$12	$0.005	$0.042
Subtotal	*$215*	*$166*	*$126*	*$98*	*$0.038*	*$0.076*
GO Transit	*$0*	*$0*	*$0*	*$0*	*$0.000*	*$0.000*
Total	**$4,803**	**$3,551**	**$2,938**	**$2,008**	**$6.05**	**$12.36**
Subway	$1,918	$1,534	$1,132	$773	$0.70	$2.36
Total	**$6,721**	**$5,085**	**$4,070**	**$2,781**	**$6.75**	**$14.72**

Water Residential Rate Calculation

(in 000$)
2007 WATER RESIDENTIAL DEVELOPMENT CHARGE
OPENING CASH BALANCE FROM APPLICABLE RESERVES $151,468,138

				2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
OPENING CASH BALANCE ($000)				$151,468.1	$67,008.7	$4,655.8	-$42,903.7	-$89,064.7	-$122,847.5	-$136,256.5	-$147,745.3	-$150,873.9	-$153,298.2
2007-2031 RESIDENTIAL FUNDING REQUIREMENTS													
- Water - constant ($000)				$86,434.8	$86,190.8	$69,878.0	$65,951.6	$50,445.9	$28,090.6	$25,589.3	$17,185.4	$16,758.7	$11,537.9
- Water - current ($000)				$86,434.8	$86,190.8	$69,878.0	$65,951.6	$50,445.9	$28,090.6	$25,589.3	$17,185.4	$16,758.7	$11,537.9
POPULATION GROWTH													
- Population in New Units				30,384	30,384	30,384	30,384	28,970	27,557	27,557	27,557	27,557	25,016
	Per Capita Rate for 2007												
REVENUE - current ($000)													
- Dev. Charge Receipts	$864	Inflation	0.00%	$26,258.0	$26,258.0	$26,258.0	$26,258.0	$25,036.7	$23,815.3	$23,815.3	$23,815.3	$23,815.3	$21,618.9
INTEREST (EARNED/CHARGED)		Earned	Charged										
- Interest on Opening Balance	Rate:	4.00%	6.00%	$6,058.7	$2,680.3	$186.2	-$2,574.2	-$5,343.9	-$7,370.8	-$8,175.4	-$8,864.7	-$9,052.4	-$9,197.9
- Interest on In-year Transactions (excl.int.)	Rate:	4.00%	6.00%	-$5,123.7	-$5,100.5	-$4,125.8	-$3,893.1	-$3,029.7	-$1,762.9	-$1,539.3	-$893.9	-$428.3	$67.7
Existing Debt Payments				-$25,217.7	-$25,076.1	-$25,143.6	-$25,192.1	-$25,085.2	-$25,106.0	-$23,881.4	-$21,527.9	-$14,195.7	-$8,387.7
TOTAL REVENUE				$1,975.4	$23,837.8	$22,318.4	$19,790.7	$16,663.1	$14,681.6	$14,100.6	$14,056.7	$14,334.5	$12,488.7
CLOSING CASH BALANCE				$67,008.7	$4,655.8	-$42,903.7	-$89,064.7	-$122,847.5	-$136,256.5	-$147,745.3	-$150,873.9	-$153,298.2	-$152,347.3

(in 000$)
2007 WATER RESIDENTIAL DEVELOPMENT CHARGE

	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
OPENING CASH BALANCE ($000)	-$152,347.3	-$144,902.5	-$137,010.7	-$128,644.9	-$119,776.8	-$110,716.5	-$101,506.4	-$91,743.3	-$81,393.9	-$70,423.2
2007-2031 RESIDENTIAL FUNDING REQUIREMENTS										
- Water - constant ($000)	$3,403.9	$3,403.9	$3,403.9	$3,403.9	$3,403.9	$3,403.9	$3,403.9	$3,403.9	$3,403.9	$3,403.9
- Water - current ($000)	$3,403.9	$3,403.9	$3,403.9	$3,403.9	$3,403.9	$3,403.9	$3,403.9	$3,403.9	$3,403.9	$3,403.9
POPULATION GROWTH										
- Population in New Units	22,474	22,474	22,474	22,474	22,036	21,597	21,597	21,597	21,597	20,416
REVENUE - current ($000)										
- Dev. Charge Receipts	$19,422.5	$19,422.5	$19,422.5	$19,422.5	$19,043.5	$18,664.5	$18,664.5	$18,664.5	$18,664.5	$17,643.6
INTEREST (EARNED/CHARGED)										
- Interest on Opening Balance	-$9,140.8	-$8,694.2	-$8,220.6	-$7,718.7	-$7,186.6	-$6,643.0	-$6,090.4	-$5,504.6	-$4,883.6	-$4,225.4
- Interest on In-year Transactions (excl.int.)	$567.0	$567.4	$567.8	$568.2	$607.3	$592.5	$592.9	$593.3	$593.7	$561.4
Existing Debt Payments	-$1,843.8	-$1,833.6	-$1,823.6	-$1,813.6	-$457.9	-$447.9	-$437.4	-$427.3	-$417.1	-$204.7
TOTAL REVENUE	$10,848.6	$11,295.7	$11,769.6	$12,272.0	$12,464.1	$12,614.0	$13,167.0	$13,753.2	$14,374.6	$13,979.6
CLOSING CASH BALANCE	-$144,902.5	-$137,010.7	-$128,644.9	-$119,776.8	-$110,716.5	-$101,506.4	-$91,743.3	-$81,393.9	-$70,423.2	-$59,847.4

(in 000$)

2007 WATER RESIDENTIAL DEVELOPMENT CHARGE

	2027	2028	2029	2030	2031
OPENING CASH BALANCE ($000)	-$59,847.4	-$47,697.3	-$34,818.2	-$21,166.4	-$6,695.4
2007-2031 RESIDENTIAL FUNDING REQUIREMENTS					
- Water - constant ($000)	$1,487.2	$1,487.2	$1,487.2	$1,487.2	$1,487.2
- Water - current ($000)	$1,487.2	$1,487.2	$1,487.2	$1,487.2	$1,487.2
POPULATION GROWTH					
- Population in New Units	19,235	19,235	19,235	19,235	9,617
REVENUE - current ($000)					
- Dev. Charge Receipts	$16,622.8	$16,622.8	$16,622.8	$16,622.8	$8,311.4
INTEREST (EARNED/CHARGED)					
- Interest on Opening Balance	-$3,590.8	-$2,861.8	-$2,089.1	-$1,270.0	-$401.7
- Interest on In-year Transactions (excl.int.)	$605.4	$605.4	$605.4	$605.4	$273.0
Existing Debt Payments	$0.0	$0.0	$0.0	$0.0	$0.0
TOTAL REVENUE	$13,637.3	$14,366.4	$15,139.1	$15,958.2	$8,182.6
CLOSING CASH BALANCE	-$47,697.3	-$34,818.2	-$21,166.4	-$6,695.4	$0.0

Water Non-Residential Rate Calculation

(in 000$)
2007 WATER NON-RESIDENTIAL DEVELOPMENT CHARGE
OPENING CASH BALANCE FROM APPLICABLE RESERVES $38,841,862

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
OPENING CASH BALANCE ($000)	$38,841.9	$4,711.3	-$30,583.1	-$59,419.5	-$87,961.5	-$109,612.6	-$120,450.0	-$129,992.4	-$134,553.3	-$135,413.5
2007-2031 NON-RESIDENTIAL FUNDING REQUIREMENTS										
- Water - constant ($000)	$42,572.4	$42,452.2	$34,417.5	$32,483.6	$24,846.5	$13,835.7	$12,603.7	$8,464.4	$8,254.3	$5,682.8
- Water - current ($000)	$42,572.4	$42,452.2	$34,417.5	$32,483.6	$24,846.5	$13,835.7	$12,603.7	$8,464.4	$8,254.3	$5,682.8
NON-RESIDENTIAL GROWTH										
- Gross Floor Area in New Buildings (000's Sq.Ft.)	8,130,000	8,130,000	8,130,000	8,130,000	8,292,600	8,455,200	8,455,200	8,455,200	8,455,200	8,455,200
Per Square Foot Rate for 2007										
REVENUE - current ($000)										
- Dev. Charge Receipts $2.62 Inflation 0.00%	$21,328.7	$21,328.7	$21,328.7	$21,328.7	$21,755.2	$22,181.8	$22,181.8	$22,181.8	$22,181.8	$22,181.8
INTEREST (EARNED/CHARGED) Earned Charged										
- Interest on Opening Balance Rate: 4.00% 6.00%	$1,553.7	$188.5	-$1,835.0	-$3,565.2	-$5,277.7	-$6,576.8	-$7,227.0	-$7,799.5	-$8,073.2	-$8,124.8
- Interest on In-year Transactions (excl.int.) Rate: 4.00% 6.00%	-$2,019.9	-$2,008.5	-$1,528.4	-$1,413.8	-$926.8	-$241.2	-$131.1	$124.6	$277.4	$494.7
Existing Debt Payments	-$12,420.7	-$12,350.9	-$12,384.2	-$12,408.0	-$12,355.4	-$12,365.7	-$11,762.5	-$10,603.3	-$6,991.9	-$4,131.3
TOTAL REVENUE	$8,441.8	$7,157.7	$5,581.1	$3,941.7	$3,195.3	$2,998.2	$3,061.3	$3,903.5	$7,394.1	$10,420.4
CLOSING CASH BALANCE	$4,711.3	-$30,583.1	-$59,419.5	-$87,961.5	-$109,612.6	-$120,450.0	-$129,992.4	-$134,553.3	-$135,413.5	-$130,675.9

(in 000$)
2007 WATER NON-RESIDENTIAL DEVELOPMENT CHARGE

	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
OPENING CASH BALANCE ($000)	-$130,675.9	-$118,135.4	-$104,837.3	-$90,736.1	-$75,783.8	-$65,155.1	-$59,798.6	-$54,115.4	-$48,086.1	-$41,689.7
2007-2031 NON-RESIDENTIAL FUNDING REQUIREMENTS										
- Water - constant ($000)	$1,676.5	$1,676.5	$1,676.5	$1,676.5	$1,676.5	$1,676.5	$1,676.5	$1,676.5	$1,676.5	$1,676.5
- Water - current ($000)	$1,676.5	$1,676.5	$1,676.5	$1,676.5	$1,676.5	$1,676.5	$1,676.5	$1,676.5	$1,676.5	$1,676.5
NON-RESIDENTIAL GROWTH										
- Gross Floor Area in New Buildings (000's Sq.Ft.)	8,455,200	8,455,200	8,455,200	8,455,200	6,287,200	4,119,200	4,119,200	4,119,200	4,119,200	3,902,400
REVENUE - current ($000)										
- Dev. Charge Receipts	$22,181.8	$22,181.8	$22,181.8	$22,181.8	$16,494.2	$10,806.5	$10,806.5	$10,806.5	$10,806.5	$10,237.8
INTEREST (EARNED/CHARGED)										
- Interest on Opening Balance	-$7,840.6	-$7,088.1	-$6,290.2	-$5,444.2	-$4,547.0	-$3,909.3	-$3,587.9	-$3,246.9	-$2,885.2	-$2,501.4
- Interest on In-year Transactions (excl.int.)	$783.9	$784.1	$784.3	$784.5	$583.7	$356.4	$356.6	$356.8	$357.0	$338.4
Existing Debt Payments	-$908.1	-$903.1	-$898.2	-$893.3	-$225.5	-$220.6	-$215.5	-$210.5	-$205.5	-$100.8
TOTAL REVENUE	$14,217.0	$14,974.7	$15,777.7	$16,628.8	$12,305.3	$7,033.0	$7,359.7	$7,705.9	$8,072.9	$7,973.9
CLOSING CASH BALANCE	-$118,135.4	-$104,837.3	-$90,736.1	-$75,783.8	-$65,155.1	-$59,798.6	-$54,115.4	-$48,086.1	-$41,689.7	-$35,392.3

York Region

(in 000$)

2007 WATER NON-RESIDENTIAL DEVELOPMENT CHARGE

	2027	2028	2029	2030	2031
OPENING CASH BALANCE ($000)	-$35,392.3	-$28,221.9	-$20,621.3	-$12,564.6	-$4,024.6
2007-2031 NON-RESIDENTIAL FUNDING REQUIREMENTS					
- Water - constant ($000)	$732.5	$732.5	$732.5	$732.5	$732.5
- Water - current ($000)	$732.5	$732.5	$732.5	$732.5	$732.5
NON-RESIDENTIAL GROWTH					
- Gross Floor Area in New Buildings (000's Sq.Ft.)	3,685,600	3,685,600	3,685,600	3,685,600	1,842,800
REVENUE - current ($000)					
- Dev. Charge Receipts	$9,669.0	$9,669.0	$9,669.0	$9,669.0	$4,834.5
INTEREST (EARNED/CHARGED)					
- Interest on Opening Balance	-$2,123.5	-$1,693.3	-$1,237.3	-$753.9	-$241.5
- Interest on In-year Transactions (excl.int.)	$357.5	$357.5	$357.5	$357.5	$164.1
Existing Debt Payments	$0.0	$0.0	$0.0	$0.0	$0.0
TOTAL REVENUE	$7,902.9	$8,333.1	$8,789.2	$9,272.6	$4,757.1
CLOSING CASH BALANCE	-$28,221.9	-$20,621.3	-$12,564.6	-$4,024.6	$0.0

Water Non-Residential – Retail Rate Calculation

(in 000$)
2007 WATER NON-RESIDENTIAL DEVELOPMENT CHARGE - RETAIL
OPENING CASH BALANCE FROM APPLICABLE RESERVES $11,703,965

					2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
OPENING CASH BALANCE ($000)					$11,704.0	$3,402.0	-$5,183.7	-$12,180.9	-$19,112.0	-$24,398.4	-$27,099.0	-$29,494.7	-$30,697.2	-$31,018.0
2007-2031 NON-RESIDENTIAL FUNDING REQUIREMENTS														
- Water - constant ($000)					$10,217.4	$10,188.5	$8,260.2	$7,796.1	$5,963.2	$3,320.6	$3,024.9	$2,031.5	$1,981.0	$1,363.9
- Water - current ($000)					$10,217.4	$10,188.5	$8,260.2	$7,796.1	$5,963.2	$3,320.6	$3,024.9	$2,031.5	$1,981.0	$1,363.9
NON-RESIDENTIAL GROWTH														
- Gross Floor Area in New Buildings (000's Sq.Ft.)					1,800,000	1,800,000	1,800,000	1,800,000	1,836,000	1,872,000	1,872,000	1,872,000	1,872,000	1,872,000
	Per Sq. Ft. Rate for 2007													
REVENUE - current ($000)														
- Dev. Charge Receipts	$2.74		Inflation	0.00%	$4,924.7	$4,924.7	$4,924.7	$4,924.7	$5,023.1	$5,121.6	$5,121.6	$5,121.6	$5,121.6	$5,121.6
INTEREST (EARNED/CHARGED)			Earned	Charged										
- Interest on Opening Balance		Rate:	4.00%	6.00%	$468.2	$136.1	-$311.0	-$730.9	-$1,146.7	-$1,463.9	-$1,625.9	-$1,769.7	-$1,841.8	-$1,861.1
- Interest on In-year Transactions (excl.int.)		Rate:	4.00%	6.00%	-$496.4	-$493.7	-$378.5	-$351.0	-$234.3	-$70.0	-$43.6	$21.8	$58.5	$110.7
Existing Debt Payments					-$2,981.0	-$2,964.2	-$2,972.2	-$2,977.9	-$2,965.3	-$2,967.8	-$2,823.0	-$2,544.8	-$1,678.1	-$991.5
TOTAL REVENUE					$1,915.4	$1,602.8	$1,263.0	$864.9	$676.8	$620.0	$629.1	$829.0	$1,660.3	$2,379.7
CLOSING CASH BALANCE					$3,402.0	-$5,183.7	-$12,180.9	-$19,112.0	-$24,398.4	-$27,099.0	-$29,494.7	-$30,697.2	-$31,018.0	-$30,002.1

(in 000$)
2007 WATER NON-RESIDENTIAL DEVELOPMENT CHARGE - RETAIL

	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
OPENING CASH BALANCE ($000)	-$30,002.1	-$27,120.9	-$24,065.5	-$20,825.6	-$17,390.0	-$14,947.5	-$13,722.9	-$12,423.5	-$11,045.0	-$9,582.4
2007-2031 NON-RESIDENTIAL FUNDING REQUIREMENTS										
- Water - constant ($000)	$402.4	$402.4	$402.4	$402.4	$402.4	$402.4	$402.4	$402.4	$402.4	$402.4
- Water - current ($000)	$402.4	$402.4	$402.4	$402.4	$402.4	$402.4	$402.4	$402.4	$402.4	$402.4
NON-RESIDENTIAL GROWTH										
- Gross Floor Area in New Buildings (000's Sq.Ft.)	1,872,000	1,872,000	1,872,000	1,872,000	1,392,000	912,000	912,000	912,000	912,000	864,000
REVENUE - current ($000)										
- Dev. Charge Receipts	$5,121.6	$5,121.6	$5,121.6	$5,121.6	$3,808.4	$2,495.2	$2,495.2	$2,495.2	$2,495.2	$2,363.8
INTEREST (EARNED/CHARGED)										
- Interest on Opening Balance	-$1,800.1	-$1,627.3	-$1,443.9	-$1,249.5	-$1,043.4	-$896.8	-$823.4	-$745.4	-$662.7	-$574.9
- Interest on In-year Transactions (excl.int.)	$180.1	$180.1	$180.1	$180.2	$134.1	$81.6	$81.6	$81.7	$81.7	$77.5
Existing Debt Payments	-$217.9	-$216.7	-$215.6	-$214.4	-$54.1	-$53.0	-$51.7	-$50.5	-$49.3	-$24.2
TOTAL REVENUE	$3,283.6	$3,457.7	$3,642.3	$3,837.9	$2,844.9	$1,627.0	$1,701.7	$1,780.9	$1,864.9	$1,842.2
CLOSING CASH BALANCE	-$27,120.9	-$24,065.5	-$20,825.6	-$17,390.0	-$14,947.5	-$13,722.9	-$12,423.5	-$11,045.0	-$9,582.4	-$8,142.6

York Region

(in 000$)

2007 WATER NON-RESIDENTIAL DEVELOPMENT CHARGE - RETAIL

	2027	2028	2029	2030	2031
OPENING CASH BALANCE ($000)	-$8,142.6	-$6,492.2	-$4,742.8	-$2,888.4	-$922.7
2007-2031 NON-RESIDENTIAL FUNDING REQUIREMENTS					
- Water - constant ($000)	$175.8	$175.8	$175.8	$175.8	$175.8
- Water - current ($000)	$175.8	$175.8	$175.8	$175.8	$175.8
NON-RESIDENTIAL GROWTH					
- Gross Floor Area in New Buildings (000's Sq.Ft.)	816,000	816,000	816,000	816,000	408,000
REVENUE - current ($000)					
- Dev. Charge Receipts	$2,232.5	$2,232.5	$2,232.5	$2,232.5	$1,116.3
INTEREST (EARNED/CHARGED)					
- Interest on Opening Balance	-$488.6	-$389.5	-$284.6	-$173.3	-$55.4
- Interest on In-year Transactions (excl.int.)	$82.3	$82.3	$82.3	$82.3	$37.6
Existing Debt Payments	$0.0	$0.0	$0.0	$0.0	$0.0
TOTAL REVENUE	$1,826.2	$1,925.2	$2,030.2	$2,141.5	$1,098.5
CLOSING CASH BALANCE	-$6,492.2	-$4,742.8	-$2,888.4	-$922.7	$0.0

York Region

Water Non-Residential – Non-Retail Rate Calculation

(in 000$)
2007 WATER NON-RESIDENTIAL DEVELOPMENT CHARGE - Non-Retail
OPENING CASH BALANCE FROM APPLICABLE RESERVES $27,137,897

				2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
OPENING CASH BALANCE ($000)				$27,137.9	$2,918.1	-$21,870.2	-$41,286.7	-$59,951.1	-$72,929.2	-$77,168.0	-$80,316.2	-$80,017.4	-$79,054.5
2007-2031 NON-RESIDENTIAL FUNDING REQUIREMENTS													
- Water - constant ($000)				$32,355.0	$32,263.6	$26,157.3	$24,687.6	$18,883.3	$10,515.1	$9,578.8	$6,433.0	$6,273.3	$4,319.0
- Water - current ($000)				$32,355.0	$32,263.6	$26,157.3	$24,687.6	$18,883.3	$10,515.1	$9,578.8	$6,433.0	$6,273.3	$4,319.0
NON-RESIDENTIAL GROWTH													
- Gross Floor Area in New Buildings (000's Sq.Ft.)				6,330,000	6,330,000	6,330,000	6,330,000	6,456,600	6,583,200	6,583,200	6,583,200	6,583,200	6,583,200
REVENUE - current ($000)	**Per Capita Rate for 2007**												
- Dev. Charge Receipts	$1.97	Inflation	0.00%	$12,471.0	$12,471.0	$12,471.0	$12,471.0	$12,720.4	$12,969.8	$12,969.8	$12,969.8	$12,969.8	$12,969.8
INTEREST (EARNED/CHARGED)		Earned	Charged										
- Interest on Opening Balance	Rate:	4.00%	6.00%	$1,085.5	$116.7	-$1,312.2	-$2,477.2	-$3,597.1	-$4,375.8	-$4,630.1	-$4,819.0	-$4,801.0	-$4,743.3
- Interest on In-year Transactions (excl.int.)	Rate:	4.00%	6.00%	-$1,432.4	-$1,409.7	-$1,024.8	-$916.3	-$531.0	$5.3	$57.0	$196.8	$221.7	$311.9
Existing Debt Payments				-$3,989.0	-$3,702.7	-$3,393.2	-$3,054.3	-$2,687.2	-$2,323.1	-$1,966.1	-$1,616.0	-$1,154.3	-$853.8
TOTAL REVENUE				$8,135.2	$7,475.3	$6,740.8	$6,023.3	$5,905.2	$6,276.3	$6,430.6	$6,731.7	$7,236.2	$7,684.7
CLOSING CASH BALANCE				$2,918.1	-$21,870.2	-$41,286.7	-$59,951.1	-$72,929.2	-$77,168.0	-$80,316.2	-$80,017.4	-$79,054.5	-$75,688.8

(in 000$)
2007 WATER NON-RESIDENTIAL DEVELOPMENT CHARGE - Non-Retail
OPENING CASH BALANCE FROM APPLICABLE RESERVES

	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
OPENING CASH BALANCE ($000)	-$75,688.8	-$68,262.1	-$60,348.6	-$51,917.0	-$42,933.5	-$36,832.1	-$33,818.0	-$30,617.8	-$27,220.3	-$23,613.8
2007-2031 NON-RESIDENTIAL FUNDING REQUIREMENTS										
- Water - constant ($000)	$1,274.2	$1,274.2	$1,274.2	$1,274.2	$1,274.2	$1,274.2	$1,274.2	$1,274.2	$1,274.2	$1,274.2
- Water - current ($000)	$1,274.2	$1,274.2	$1,274.2	$1,274.2	$1,274.2	$1,274.2	$1,274.2	$1,274.2	$1,274.2	$1,274.2
NON-RESIDENTIAL GROWTH										
- Gross Floor Area in New Buildings (000's Sq.Ft.)	6,583,200	6,583,200	6,583,200	6,583,200	4,895,200	3,207,200	3,207,200	3,207,200	3,207,200	3,038,400
REVENUE - current ($000)										
- Dev. Charge Receipts	$12,969.8	$12,969.8	$12,969.8	$12,969.8	$9,644.2	$6,318.6	$6,318.6	$6,318.6	$6,318.6	$5,986.1
INTEREST (EARNED/CHARGED)										
- Interest on Opening Balance	-$4,541.3	-$4,095.7	-$3,620.9	-$3,115.0	-$2,576.0	-$2,209.9	-$2,029.1	-$1,837.1	-$1,633.2	-$1,416.8
- Interest on In-year Transactions (excl.int.)	$460.3	$461.9	$463.6	$465.3	$333.7	$200.9	$201.1	$201.3	$201.5	$188.4
Existing Debt Payments	-$187.9	-$148.4	-$106.7	-$62.5	-$26.3	-$21.4	-$16.3	-$11.3	-$6.3	-$1.3
TOTAL REVENUE	$8,700.9	$9,187.6	$9,705.8	$10,257.6	$7,375.6	$4,288.2	$4,474.4	$4,671.6	$4,880.7	$4,756.4
CLOSING CASH BALANCE	-$68,262.1	-$60,348.6	-$51,917.0	-$42,933.5	-$36,832.1	-$33,818.0	-$30,617.8	-$27,220.3	-$23,613.8	-$20,131.6

York Region

(in 000$)

2007 WATER NON-RESIDENTIAL DEVELOPMENT CHARGE - Non-Retail

OPENING CASH BALANCE FROM APPLICABLE RESERVES

	2027	2028	2029	2030	2031
OPENING CASH BALANCE ($000)	-$20,131.6	-$16,038.8	-$11,700.4	-$7,101.8	-$2,227.2
2007-2031 NON-RESIDENTIAL FUNDING REQUIREMENTS					
- Water - constant ($000)	$556.7	$556.7	$556.7	$556.7	$556.7
- Water - current ($000)	$556.7	$556.7	$556.7	$556.7	$556.7
NON-RESIDENTIAL GROWTH					
- Gross Floor Area in New Buildings (000's Sq.Ft.)	2,869,600	2,869,600	2,869,600	2,869,600	1,434,800
REVENUE - current ($000)					
- Dev. Charge Receipts	$5,653.5	$5,653.5	$5,653.5	$5,653.5	$2,826.8
INTEREST (EARNED/CHARGED)					
- Interest on Opening Balance	-$1,207.9	-$962.3	-$702.0	-$426.1	-$133.6
- Interest on In-year Transactions (excl.int.)	$203.9	$203.9	$203.9	$203.9	$90.8
Existing Debt Payments	$0.0	$0.0	$0.0	$0.0	$0.0
TOTAL REVENUE	$4,649.5	$4,895.1	$5,155.4	$5,431.3	$2,783.9
CLOSING CASH BALANCE	-$16,038.8	-$11,700.4	-$7,101.8	-$2,227.2	$0.0

Sewer Residential Rate Calculation

(in 000$)
2007 SEWER RESIDENTIAL DEVELOPMENT CHARGE
OPENING CASH BALANCE FROM APPLICABLE RESERVES $39,763,271

				2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
OPENING CASH BALANCE ($000)				$39,763.3	-$72,645.7	-$183,947.8	-$348,980.9	-$460,147.6	-$473,257.0	-$453,121.8	-$477,283.7	-$528,516.1	-$553,745.9
2007-2031 RESIDENTIAL FUNDING REQUIREMENTS													
- Sewer - constant ($000)				$172,658.9	$165,928.1	$210,263.3	$150,069.1	$47,174.8	$10,826.8	$55,546.2	$83,008.6	$60,578.9	$1,504.5
- Sewer - current ($000)				$172,658.9	$165,928.1	$210,263.3	$150,069.1	$47,174.8	$10,826.8	$55,546.2	$83,008.6	$60,578.9	$1,504.5
POPULATION GROWTH													
- Population in New Units				30,384	30,384	30,384	30,384	28,970	27,557	27,557	27,557	27,557	25,016
REVENUE - current ($000)	**Per Capita Rate for 2007**												
- Dev. Charge Receipts	$2,754	Inflation	0.00%	$83,666.9	$83,666.9	$83,666.9	$83,666.9	$79,775.2	$75,883.5	$75,883.5	$75,883.5	$75,883.5	$68,885.0
INTEREST (EARNED/CHARGED)		Earned	Charged										
- Interest on Opening Balance	Rate:	4.00%	6.00%	$1,590.5	-$4,358.7	-$11,036.9	-$20,938.9	-$27,608.9	-$28,395.4	-$27,187.3	-$28,637.0	-$31,711.0	-$33,224.8
- Interest on In-year Transactions (excl.i	Rate:	4.00%	6.00%	-$6,452.8	-$6,053.4	-$8,716.8	-$5,107.2	$557.7	$1,866.6	$116.4	-$1,279.0	$249.3	$2,507.6
Existing Debt Payments				-$18,554.7	-$18,628.7	-$18,683.1	-$18,718.3	-$18,658.5	-$18,392.6	-$17,428.2	-$14,191.3	-$9,072.7	-$4,689.9
TOTAL REVENUE				$60,249.9	$54,626.0	$45,230.2	$38,902.5	$34,065.5	$30,962.0	$31,384.3	$31,776.2	$35,349.1	$33,478.0
CLOSING CASH BALANCE				-$72,645.7	-$183,947.8	-$348,980.9	-$460,147.6	-$473,257.0	-$453,121.8	-$477,283.7	-$528,516.1	-$553,745.9	-$521,772.4

(in 000$)
2007 SEWER RESIDENTIAL DEVELOPMENT CHARGE

	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
OPENING CASH BALANCE ($000)	-$521,772.4	-$491,833.4	-$460,098.2	-$426,458.8	-$390,801.1	-$354,259.8	-$316,782.0	-$277,055.5	-$234,945.4	-$190,308.8
2007-2031 RESIDENTIAL FUNDING REQUIREMENTS										
- Sewer - constant ($000)	$2,996.8	$2,996.8	$2,996.8	$2,996.8	$2,996.8	$2,996.8	$2,996.8	$2,996.8	$2,996.8	$2,996.8
- Sewer - current ($000)	$2,996.8	$2,996.8	$2,996.8	$2,996.8	$2,996.8	$2,996.8	$2,996.8	$2,996.8	$2,996.8	$2,996.8
POPULATION GROWTH										
- Population in New Units	22,474	22,474	22,474	22,474	22,036	21,597	21,597	21,597	21,597	20,416
REVENUE - current ($000)										
- Dev. Charge Receipts	$61,886.5	$61,886.5	$61,886.5	$61,886.5	$60,678.9	$59,471.3	$59,471.3	$59,471.3	$59,471.3	$56,218.5
INTEREST (EARNED/CHARGED)										
- Interest on Opening Balance	-$31,306.3	-$29,510.0	-$27,605.9	-$25,587.5	-$23,448.1	-$21,255.6	-$19,006.9	-$16,623.3	-$14,096.7	-$11,418.5
- Interest on In-year Transactions (excl.int.)	$2,355.6	$2,355.6	$2,355.6	$2,355.6	$2,307.3	$2,259.0	$2,259.0	$2,259.0	$2,259.0	$2,128.9
Existing Debt Payments	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
TOTAL REVENUE	$32,935.8	$34,732.1	$36,636.2	$38,654.6	$39,538.1	$40,474.7	$42,723.3	$45,106.9	$47,633.5	$46,928.8
CLOSING CASH BALANCE	-$491,833.4	-$460,098.2	-$426,458.8	-$390,801.1	-$354,259.8	-$316,782.0	-$277,055.5	-$234,945.4	-$190,308.8	-$146,376.8

York Region

(in 000$)

2007 SEWER RESIDENTIAL DEVELOPMENT CHARGE

	2027	2028	2029	2030	2031
OPENING CASH BALANCE ($000)	-$146,376.8	-$115,524.2	-$82,820.4	-$48,154.4	-$11,408.5
2007-2031 RESIDENTIAL FUNDING REQUIREMENTS					
- Sewer - constant ($000)	$14,855.0	$14,855.0	$14,855.0	$14,855.0	$14,855.0
- Sewer - current ($000)	$14,855.0	$14,855.0	$14,855.0	$14,855.0	$14,855.0
POPULATION GROWTH					
- Population in New Units	19,235	19,235	19,235	19,235	9,617
REVENUE - current ($000)					
- Dev. Charge Receipts	$52,965.7	$52,965.7	$52,965.7	$52,965.7	$26,482.9
INTEREST (EARNED/CHARGED)					
- Interest on Opening Balance	-$8,782.6	-$6,931.5	-$4,969.2	-$2,889.3	-$684.5
- Interest on In-year Transactions (excl.int.)	$1,524.4	$1,524.4	$1,524.4	$1,524.4	$465.1
Existing Debt Payments	$0.0	$0.0	$0.0	$0.0	$0.0
TOTAL REVENUE	$45,707.6	$47,558.7	$49,520.9	$51,600.9	$26,263.5
CLOSING CASH BALANCE	-$115,524.2	-$82,820.4	-$48,154.4	-$11,408.5	$0.0

York Region

Sewer Non-Residential Rate Calculation

(in 000$)
2007 SEWER NON-RESIDENTIAL DEVELOPMENT CHARGE
OPENING CASH BALANCE FROM APPLICABLE RESERVES $10,196,729

				2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
OPENING CASH BALANCE ($000)				$10,196.7	-$46,826.6	-$103,592.0	-$186,938.6	-$243,877.7	-$249,801.4	-$236,493.4	-$244,799.9	-$266,139.6	-$274,522.8
2007-2031 NON-RESIDENTIAL FUNDING REQUIREMENTS													
- Sewer - constant ($000)				$85,041.0	$81,725.8	$103,562.5	$73,914.6	$23,235.4	$5,332.6	$27,358.6	$40,884.8	$29,837.4	$741.0
- Sewer - current ($000)				$85,041.0	$81,725.8	$103,562.5	$73,914.6	$23,235.4	$5,332.6	$27,358.6	$40,884.8	$29,837.4	$741.0
NON-RESIDENTIAL GROWTH													
- Gross Floor Area in New Buildings (000's Sq.Ft.)				8,130,000	8,130,000	8,130,000	8,130,000	8,292,600	8,455,200	8,455,200	8,455,200	8,455,200	8,455,200
	Per Sq. Ft. Rate for 2007												
REVENUE - current ($000)													
- Dev. Charge Receipts	$4.92	Inflation	0.00%	$39,999.4	$39,999.4	$39,999.4	$39,999.4	$40,799.4	$41,599.4	$41,599.4	$41,599.4	$41,599.4	$41,599.4
INTEREST (EARNED/CHARGED)		Earned	Charged										
- Interest on Opening Balance	Rate:	4.00%	6.00%	$407.9	-$2,809.6	-$6,215.5	-$11,216.3	-$14,632.7	-$14,988.1	-$14,189.6	-$14,688.0	-$15,968.4	-$16,471.4
- Interest on In-year Transactions (excl.i	Rate:	4.00%	6.00%	-$3,250.8	-$3,054.1	-$4,365.9	-$2,588.1	$335.0	$1,088.3	$226.3	-$376.5	$291.7	$1,541.9
Existing Debt Payments				-$9,138.9	-$9,175.3	-$9,202.1	-$9,219.5	-$9,190.0	-$9,059.1	-$8,584.1	-$6,989.7	-$4,468.6	-$2,309.9
TOTAL REVENUE				$28,017.6	$24,960.4	$20,215.9	$16,975.6	$17,311.7	$18,640.6	$19,052.0	$19,545.2	$21,454.2	$24,360.0
CLOSING CASH BALANCE				-$46,826.6	-$103,592.0	-$186,938.6	-$243,877.7	-$249,801.4	-$236,493.4	-$244,799.9	-$266,139.6	-$274,522.8	-$250,903.8

(in 000$)
2007 SEWER NON-RESIDENTIAL DEVELOPMENT CHARGE

	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
OPENING CASH BALANCE ($000)	-$250,903.8	-$224,229.7	-$195,955.2	-$165,984.2	-$134,215.0	-$111,632.7	-$98,788.8	-$85,174.2	-$70,742.7	-$55,445.3
2007-2031 NON-RESIDENTIAL FUNDING REQUIREMENTS										
- Sewer - constant ($000)	$1,476.1	$1,476.1	$1,476.1	$1,476.1	$1,476.1	$1,476.1	$1,476.1	$1,476.1	$1,476.1	$1,476.1
- Sewer - current ($000)	$1,476.1	$1,476.1	$1,476.1	$1,476.1	$1,476.1	$1,476.1	$1,476.1	$1,476.1	$1,476.1	$1,476.1
NON-RESIDENTIAL GROWTH										
- Gross Floor Area in New Buildings (000's Sq.Ft.)	8,455,200	8,455,200	8,455,200	8,455,200	6,287,200	4,119,200	4,119,200	4,119,200	4,119,200	3,902,400
REVENUE - current ($000)										
- Dev. Charge Receipts	$41,599.4	$41,599.4	$41,599.4	$41,599.4	$30,932.9	$20,266.4	$20,266.4	$20,266.4	$20,266.4	$19,199.7
INTEREST (EARNED/CHARGED)										
- Interest on Opening Balance	-$15,054.2	-$13,453.8	-$11,757.3	-$9,959.1	-$8,052.9	-$6,698.0	-$5,927.3	-$5,110.4	-$4,244.6	-$3,326.7
- Interest on In-year Transactions (excl.int.)	$1,604.9	$1,604.9	$1,604.9	$1,604.9	$1,178.3	$751.6	$751.6	$751.6	$751.6	$708.9
Existing Debt Payments	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
TOTAL REVENUE	$28,150.1	$29,750.6	$31,447.0	$33,245.3	$24,058.3	$14,320.0	$15,090.7	$15,907.5	$16,773.4	$16,582.0
CLOSING CASH BALANCE	-$224,229.7	-$195,955.2	-$165,984.2	-$134,215.0	-$111,632.7	-$98,788.8	-$85,174.2	-$70,742.7	-$55,445.3	-$40,339.4

(in 000$)

2007 SEWER NON-RESIDENTIAL DEVELOPMENT CHARGE

	2027	2028	2029	2030	2031
OPENING CASH BALANCE ($000)	-$40,339.4	-$31,510.6	-$22,152.1	-$12,232.1	-$1,716.9
2007-2031 NON-RESIDENTIAL FUNDING REQUIREMENTS					
- Sewer - constant ($000)	$7,316.6	$7,316.6	$7,316.6	$7,316.6	$7,316.6
- Sewer - current ($000)	$7,316.6	$7,316.6	$7,316.6	$7,316.6	$7,316.6
NON-RESIDENTIAL GROWTH					
- Gross Floor Area in New Buildings (000's Sq.Ft.)	3,685,600	3,685,600	3,685,600	3,685,600	1,842,800
REVENUE - current ($000)					
- Dev. Charge Receipts	$18,133.1	$18,133.1	$18,133.1	$18,133.1	$9,066.5
INTEREST (EARNED/CHARGED)					
- Interest on Opening Balance	-$2,420.4	-$1,890.6	-$1,329.1	-$733.9	-$103.0
- Interest on In-year Transactions (excl.int.)	$432.7	$432.7	$432.7	$432.7	$70.0
Existing Debt Payments	$0.0	$0.0	$0.0	$0.0	$0.0
TOTAL REVENUE	$16,145.4	$16,675.1	$17,236.6	$17,831.8	$9,033.5
CLOSING CASH BALANCE	-$31,510.6	-$22,152.1	-$12,232.1	-$1,716.9	$0.0

Sewer Non-Residential – Retail Rate Calculation

(in 000$)
2007 SEWER NON-RESIDENTIAL DEVELOPMENT CHARGE - RETAIL
OPENING CASH BALANCE FROM APPLICABLE RESERVES $3,072,514

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
OPENING CASH BALANCE ($000)	$3,072.5	-$10,643.2	-$24,286.3	-$44,310.1	-$57,997.3	-$59,442.2	-$56,273.9	-$58,294.7	-$63,446.1	-$65,488.7
2007-2031 NON-RESIDENTIAL FUNDING REQUIREMENTS										
- Sewer - constant ($000)	$20,409.8	$19,614.2	$24,855.0	$17,739.5	$5,576.5	$1,279.8	$6,566.1	$9,812.4	$7,161.0	$177.8
- Sewer - current ($000)	$20,409.8	$19,614.2	$24,855.0	$17,739.5	$5,576.5	$1,279.8	$6,566.1	$9,812.4	$7,161.0	$177.8
NON-RESIDENTIAL GROWTH										
- Gross Floor Area in New Buildings (000's Sq.Ft.)	1,800,000	1,800,000	1,800,000	1,800,000	1,836,000	1,872,000	1,872,000	1,872,000	1,872,000	1,872,000
Per Sq. Ft. Rate for 2007										
REVENUE - current ($000)										
- Dev. Charge Receipts $5.30 Inflation 0.00%	$9,547.8	$9,547.8	$9,547.8	$9,547.8	$9,738.8	$9,929.8	$9,929.8	$9,929.8	$9,929.8	$9,929.8
INTEREST (EARNED/CHARGED) Earned Charged										
- Interest on Opening Balance Rate: 4.00% 6.00%	$122.9	-$638.6	-$1,457.2	-$2,658.6	-$3,479.8	-$3,566.5	-$3,376.4	-$3,497.7	-$3,806.8	-$3,929.3
- Interest on In-year Transactions (excl.i Rate: 4.00% 6.00%	-$783.3	-$736.1	-$1,050.9	-$624.3	$78.3	$259.0	$52.1	-$93.6	$67.9	$367.9
Existing Debt Payments	-$2,193.3	-$2,202.1	-$2,208.5	-$2,212.7	-$2,205.6	-$2,174.2	-$2,060.2	-$1,677.5	-$1,072.5	-$554.4
TOTAL REVENUE	$6,694.1	$5,971.1	$4,831.2	$4,052.3	$4,131.6	$4,448.1	$4,545.3	$4,660.9	$5,118.4	$5,813.9
CLOSING CASH BALANCE	-$10,643.2	-$24,286.3	-$44,310.1	-$57,997.3	-$59,442.2	-$56,273.9	-$58,294.7	-$63,446.1	-$65,488.7	-$59,852.6

(in 000$)
2007 SEWER NON-RESIDENTIAL DEVELOPMENT CHARGE - RETAIL

	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
OPENING CASH BALANCE ($000)	-$59,852.6	-$53,485.3	-$46,735.9	-$39,581.5	-$31,997.8	-$26,607.1	-$23,540.9	-$20,290.7	-$16,845.5	-$13,193.6
2007-2031 NON-RESIDENTIAL FUNDING REQUIREMENTS										
- Sewer - constant ($000)	$354.3	$354.3	$354.3	$354.3	$354.3	$354.3	$354.3	$354.3	$354.3	$354.3
- Sewer - current ($000)	$354.3	$354.3	$354.3	$354.3	$354.3	$354.3	$354.3	$354.3	$354.3	$354.3
NON-RESIDENTIAL GROWTH										
- Gross Floor Area in New Buildings (000's Sq.Ft.)	1,872,000	1,872,000	1,872,000	1,872,000	1,392,000	912,000	912,000	912,000	912,000	864,000
REVENUE - current ($000)										
- Dev. Charge Receipts	$9,929.8	$9,929.8	$9,929.8	$9,929.8	$7,383.7	$4,837.6	$4,837.6	$4,837.6	$4,837.6	$4,583.0
INTEREST (EARNED/CHARGED)										
- Interest on Opening Balance	-$3,591.2	-$3,209.1	-$2,804.2	-$2,374.9	-$1,919.9	-$1,596.4	-$1,412.5	-$1,217.4	-$1,010.7	-$791.6
- Interest on In-year Transactions (excl.int.)	$383.0	$383.0	$383.0	$383.0	$281.2	$179.3	$179.3	$179.3	$179.3	$169.1
Existing Debt Payments	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
TOTAL REVENUE	$6,721.6	$7,103.7	$7,508.6	$7,937.9	$5,745.0	$3,420.5	$3,604.5	$3,799.5	$4,006.2	$3,960.5
CLOSING CASH BALANCE	-$53,485.3	-$46,735.9	-$39,581.5	-$31,997.8	-$26,607.1	-$23,540.9	-$20,290.7	-$16,845.5	-$13,193.6	-$9,587.3

York Region

(in 000$)

2007 SEWER NON-RESIDENTIAL DEVELOPMENT CHARGE - RETAIL

	2027	2028	2029	2030	2031
OPENING CASH BALANCE ($000)	-$9,587.3	-$7,487.3	-$5,261.3	-$2,901.7	-$400.5
2007-2031 NON-RESIDENTIAL FUNDING REQUIREMENTS					
- Sewer - constant ($000)	$1,756.0	$1,756.0	$1,756.0	$1,756.0	$1,756.0
- Sewer - current ($000)	$1,756.0	$1,756.0	$1,756.0	$1,756.0	$1,756.0
NON-RESIDENTIAL GROWTH					
- Gross Floor Area in New Buildings (000's Sq.Ft.)	816,000	816,000	816,000	816,000	408,000
REVENUE - current ($000)					
- Dev. Charge Receipts	$4,328.4	$4,328.4	$4,328.4	$4,328.4	$2,164.2
INTEREST (EARNED/CHARGED)					
- Interest on Opening Balance	-$575.2	-$449.2	-$315.7	-$174.1	-$24.0
- Interest on In-year Transactions (excl.int.)	$102.9	$102.9	$102.9	$102.9	$16.3
Existing Debt Payments	$0.0	$0.0	$0.0	$0.0	$0.0
TOTAL REVENUE	$3,856.0	$3,982.0	$4,115.6	$4,257.2	$2,156.5
CLOSING CASH BALANCE	-$7,487.3	-$5,261.3	-$2,901.7	-$400.5	$0.0

York Region

Sewer Non-Residential – Non-Retail Rate Calculation

(in 000$)
2007 SEWER NON-RESIDENTIAL DEVELOPMENT CHARGE - NON-RETAIL
OPENING CASH BALANCE FROM APPLICABLE RESERVES $7,124,215

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
OPENING CASH BALANCE ($000)	$7,124.2	-$38,843.9	-$80,182.8	-$141,327.9	-$181,964.9	-$183,483.3	-$170,044.8	-$172,898.4	-$186,291.7	-$191,339.5
2007-2031 NON-RESIDENTIAL FUNDING REQUIREMENTS										
- Sewer - constant ($000)	$64,631.1	$62,111.6	$78,707.5	$56,175.1	$17,658.9	$4,052.8	$20,792.5	$31,072.5	$22,676.4	$563.2
- Sewer - current ($000)	$64,631.1	$62,111.6	$78,707.5	$56,175.1	$17,658.9	$4,052.8	$20,792.5	$31,072.5	$22,676.4	$563.2
NON-RESIDENTIAL GROWTH										
- Gross Floor Area in New Buildings (000's Sq.Ft.)	6,330,000	6,330,000	6,330,000	6,330,000	6,456,600	6,583,200	6,583,200	6,583,200	6,583,200	6,583,200
REVENUE - current ($000) — **Per Square Foot Rate for 2007**										
- Dev. Charge Receipts — $4.41 — Inflation 0.00%	$27,941.7	$27,941.7	$27,941.7	$27,941.7	$28,500.6	$29,059.4	$29,059.4	$29,059.4	$29,059.4	$29,059.4
INTEREST (EARNED/CHARGED) — Earned / Charged										
- Interest on Opening Balance — Rate: 4.00% / 6.00%	$285.0	-$2,330.6	-$4,811.0	-$8,479.7	-$10,917.9	-$11,009.0	-$10,202.7	-$10,373.9	-$11,177.5	-$11,480.4
- Interest on In-year Transactions (excl.i — Rate: 4.00% / 6.00%	-$2,618.1	-$2,208.0	-$3,188.7	-$1,820.2	$361.5	$940.3	$282.7	-$170.9	$235.8	$1,128.6
Existing Debt Payments	-$6,945.6	-$2,630.4	-$2,379.6	-$2,103.7	-$1,803.7	-$1,499.4	-$1,200.5	-$835.4	-$489.0	-$280.6
TOTAL REVENUE	$18,663.1	$20,772.7	$17,562.4	$15,538.1	$16,140.5	$17,491.3	$17,938.9	$17,679.2	$17,628.6	$18,427.1
CLOSING CASH BALANCE	-$38,843.9	-$80,182.8	-$141,327.9	-$181,964.9	-$183,483.3	-$170,044.8	-$172,898.4	-$186,291.7	-$191,339.5	-$173,475.6

(in 000$)
2007 SEWER NON-RESIDENTIAL DEVELOPMENT CHARGE - NON-RETAIL

	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
OPENING CASH BALANCE ($000)	-$173,475.6	-$154,829.0	-$135,063.6	-$114,112.3	-$91,904.0	-$76,112.3	-$67,122.3	-$57,592.8	-$47,491.7	-$36,784.4
2007-2031 NON-RESIDENTIAL FUNDING REQUIREMENTS										
- Sewer - constant ($000)	$1,121.8	$1,121.8	$1,121.8	$1,121.8	$1,121.8	$1,121.8	$1,121.8	$1,121.8	$1,121.8	$1,121.8
- Sewer - current ($000)	$1,121.8	$1,121.8	$1,121.8	$1,121.8	$1,121.8	$1,121.8	$1,121.8	$1,121.8	$1,121.8	$1,121.8
NON-RESIDENTIAL GROWTH										
- Gross Floor Area in New Buildings (000's Sq.Ft.)	6,583,200	6,583,200	6,583,200	6,583,200	4,895,200	3,207,200	3,207,200	3,207,200	3,207,200	3,038,400
REVENUE - current ($000)										
- Dev. Charge Receipts	$29,059.4	$29,059.4	$29,059.4	$29,059.4	$21,608.3	$14,157.1	$14,157.1	$14,157.1	$14,157.1	$13,412.0
INTEREST (EARNED/CHARGED)										
- Interest on Opening Balance	-$10,408.5	-$9,289.7	-$8,103.8	-$6,846.7	-$5,514.2	-$4,566.7	-$4,027.3	-$3,455.6	-$2,849.5	-$2,207.1
- Interest on In-year Transactions (excl.int.)	$1,117.5	$1,117.5	$1,117.5	$1,117.5	$819.5	$521.4	$521.4	$521.4	$521.4	$491.6
Existing Debt Payments	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
TOTAL REVENUE	$19,768.4	$20,887.2	$22,073.1	$23,330.2	$16,913.5	$10,111.8	$10,651.2	$11,223.0	$11,829.1	$11,696.6
CLOSING CASH BALANCE	-$154,829.0	-$135,063.6	-$114,112.3	-$91,904.0	-$76,112.3	-$67,122.3	-$57,592.8	-$47,491.7	-$36,784.4	-$26,209.6

(in 000$)

2007 SEWER NON-RESIDENTIAL DEVELOPMENT CHARGE - NON-RETAIL

	2027	2028	2029	2030	2031
OPENING CASH BALANCE ($000)	-$26,209.6	-$20,391.7	-$14,224.6	-$7,687.6	-$758.3
2007-2031 NON-RESIDENTIAL FUNDING REQUIREMENTS					
- Sewer - constant ($000)	$5,560.6	$5,560.6	$5,560.6	$5,560.6	$5,560.6
- Sewer - current ($000)	$5,560.6	$5,560.6	$5,560.6	$5,560.6	$5,560.6
NON-RESIDENTIAL GROWTH					
- Gross Floor Area in New Buildings (000's Sq.Ft.)	2,869,600	2,869,600	2,869,600	2,869,600	1,434,800
REVENUE - current ($000)					
- Dev. Charge Receipts	$12,666.9	$12,666.9	$12,666.9	$12,666.9	$6,333.5
INTEREST (EARNED/CHARGED)					
- Interest on Opening Balance	-$1,572.6	-$1,223.5	-$853.5	-$461.3	-$45.5
- Interest on In-year Transactions (excl.int.)	$284.3	$284.3	$284.3	$284.3	$30.9
Existing Debt Payments	$0.0	$0.0	$0.0	$0.0	$0.0
TOTAL REVENUE	$11,378.6	$11,727.7	$12,097.7	$12,489.9	$6,318.9
CLOSING CASH BALANCE	-$20,391.7	-$14,224.6	-$7,687.6	-$758.3	$0.0

DRAFT 2007 DC By-Law Review Background Study

Transportation – Roads - Residential Rate Calculation

(in 000$)
2007 ROAD RESIDENTIAL DEVELOPMENT CHARGE
OPENING CASH BALANCE FROM APPLICABLE RESERVES $85,861,924

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
OPENING CASH BALANCE ($000)	$85,861.9	$94,511.4	$103,571.8	$113,064.7	$123,012.6	$130,518.7	$135,487.0	$140,749.5	$146,324.3	$152,229.4
2007-2031 RESIDENTIAL FUNDING REQUIREMENTS										
- Roads - constant ($000)	$54,179.9	$54,179.9	$54,179.9	$54,179.9	$54,179.9	$54,179.9	$54,179.9	$54,179.9	$54,179.9	$54,179.9
- Roads - current ($000)	$54,179.9	$54,179.9	$54,179.9	$54,179.9	$54,179.9	$54,179.9	$54,179.9	$54,179.9	$54,179.9	$54,179.9
POPULATION GROWTH										
- Population in New Units	30,384	30,384	30,384	30,384	28,970	27,557	27,557	27,557	27,557	25,016
REVENUE - current ($000) — **Per Capita Rate for 2007**										
- Dev. Charge Receipts — $1,987 — Inflation 0.00%	$60,382.0	$60,382.0	$60,382.0	$60,382.0	$57,573.4	$54,764.7	$54,764.7	$54,764.7	$54,764.7	$49,714.0
INTEREST (EARNED/CHARGED) — Earned / Charged										
- Interest on Opening Balance — Rate: 4.00% / 6.00%	$3,434.5	$3,780.5	$4,142.9	$4,522.6	$4,920.5	$5,220.7	$5,419.5	$5,630.0	$5,853.0	$6,089.2
- Interest on In-year Transactions (excl.int.) — Rate: 4.00% / 6.00%	$200.6	$203.1	$205.8	$208.7	$99.4	-$14.3	-$8.9	-$3.1	$2.0	-$293.5
Existing Debt Payments	-$1,187.7	-$1,125.2	-$1,057.8	-$985.5	-$907.3	-$823.0	-$733.0	-$636.9	-$534.7	-$425.9
TOTAL REVENUE	$62,829.4	$63,240.3	$63,672.8	$64,127.7	$61,686.0	$59,148.2	$59,442.4	$59,754.7	$60,085.0	$55,083.8
CLOSING CASH BALANCE	$94,511.4	$103,571.8	$113,064.7	$123,012.6	$130,518.7	$135,487.0	$140,749.5	$146,324.3	$152,229.4	$153,133.4

(in 000$)
2007 ROAD RESIDENTIAL DEVELOPMENT CHARGE

	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
OPENING CASH BALANCE ($000)	$153,133.4	$149,171.0	$145,050.2	$140,764.5	$136,307.4	$130,748.2	$124,042.8	$117,069.1	$109,816.6	$102,273.9
2007-2031 RESIDENTIAL FUNDING REQUIREMENTS										
- Roads - constant ($000)	$54,179.9	$54,179.9	$54,179.9	$54,179.9	$54,179.9	$54,179.9	$54,179.9	$54,179.9	$54,179.9	$54,179.9
- Roads - current ($000)	$54,179.9	$54,179.9	$54,179.9	$54,179.9	$54,179.9	$54,179.9	$54,179.9	$54,179.9	$54,179.9	$54,179.9
POPULATION GROWTH										
- Population in New Units	22,474	22,474	22,474	22,474	22,036	21,597	21,597	21,597	21,597	20,416
REVENUE - current ($000)										
- Dev. Charge Receipts	$44,663.2	$44,663.2	$44,663.2	$44,663.2	$43,791.7	$42,920.1	$42,920.1	$42,920.1	$42,920.1	$40,572.6
INTEREST (EARNED/CHARGED)										
- Interest on Opening Balance	$6,125.3	$5,966.8	$5,802.0	$5,630.6	$5,452.3	$5,229.9	$4,961.7	$4,682.8	$4,392.7	$4,091.0
- Interest on In-year Transactions (excl.int.)	-$571.0	-$571.0	-$571.0	-$571.0	-$623.3	-$675.6	-$675.6	-$675.6	-$675.6	-$816.4
Existing Debt Payments	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
TOTAL REVENUE	$50,217.5	$50,059.0	$49,894.2	$49,722.8	$48,620.7	$47,474.5	$47,206.2	$46,927.3	$46,637.2	$43,847.1
CLOSING CASH BALANCE	$149,171.0	$145,050.2	$140,764.5	$136,307.4	$130,748.2	$124,042.8	$117,069.1	$109,816.6	$102,273.9	$91,941.1

York Region

(in 000$)

2007 ROAD RESIDENTIAL DEVELOPMENT CHARGE

	2027	2028	2029	2030	2031
OPENING CASH BALANCE ($000)	$91,941.1	$78,706.7	$64,942.9	$50,628.6	$35,741.7
2007-2031 RESIDENTIAL FUNDING REQUIREMENTS					
- Roads - constant ($000)	$54,179.9	$54,179.9	$54,179.9	$54,179.9	$54,179.9
- Roads - current ($000)	$54,179.9	$54,179.9	$54,179.9	$54,179.9	$54,179.9
POPULATION GROWTH					
- Population in New Units	19,235	19,235	19,235	19,235	9,617
REVENUE - current ($000)					
- Dev. Charge Receipts	$38,225.1	$38,225.1	$38,225.1	$38,225.1	$19,112.6
INTEREST (EARNED/CHARGED)					
- Interest on Opening Balance	$3,677.6	$3,148.3	$2,597.7	$2,025.1	$1,429.7
- Interest on In-year Transactions (excl.int.)	-$957.3	-$957.3	-$957.3	-$957.3	-$2,104.0
Existing Debt Payments	$0.0	$0.0	$0.0	$0.0	$0.0
TOTAL REVENUE	$40,945.5	$40,416.1	$39,865.5	$39,293.0	$18,438.2
CLOSING CASH BALANCE	$78,706.7	$64,942.9	$50,628.6	$35,741.7	$0.0

Transportation – Roads - Non-Residential Rate Calculation

2007 ROAD NON-RESIDENTIAL DEVELOPMENT CHARGE
(in 000$)

OPENING CASH BALANCE FROM APPLICABLE RESERVES $22,018,076

					2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
OPENING CASH BALANCE ($000)					$22,018.1	$27,810.0	$33,835.3	$40,103.4	$46,624.1	$54,258.0	$63,049.5	$72,195.1	$81,709.2	$91,606.5
2007-2031 NON-RESIDENTIAL FUNDING REQUIREMENTS														
- Roads - constant ($000)					$36,119.9	$36,119.9	$36,119.9	$36,119.9	$36,119.9	$36,119.9	$36,119.9	$36,119.9	$36,119.9	$36,119.9
- Roads - current ($000)					$36,119.9	$36,119.9	$36,119.9	$36,119.9	$36,119.9	$36,119.9	$36,119.9	$36,119.9	$36,119.9	$36,119.9
NON-RESIDENTIAL GROWTH														
- Gross Floor Area in New Buildings (000's Sq.Ft.)					8,130,000	8,130,000	8,130,000	8,130,000	8,292,600	8,455,200	8,455,200	8,455,200	8,455,200	8,455,200
REVENUE - current ($000)	**Per Sq. Ft. Rate for 2007**													
- Dev. Charge Receipts	$5.03		Inflation	0.00%	$40,872.6	$40,872.6	$40,872.6	$40,872.6	$41,690.1	$42,507.6	$42,507.6	$42,507.6	$42,507.6	$42,507.6
INTEREST (EARNED/CHARGED)		Earned	Charged											
- Interest on Opening Balance	Rate:	4.00%	6.00%		$880.7	$1,112.4	$1,353.4	$1,604.1	$1,865.0	$2,170.3	$2,522.0	$2,887.8	$3,268.4	$3,664.3
- Interest on In-year Transactions (excl.int.)	Rate:	4.00%	6.00%		$158.4	$160.1	$161.9	$163.8	$198.6	$233.6	$236.0	$238.5	$241.2	$244.2
Existing Debt Payments					-$791.8	-$750.2	-$705.2	-$657.0	-$604.9	-$548.6	-$488.6	-$424.6	-$356.5	-$283.9
TOTAL REVENUE					$41,911.8	$42,145.1	$42,388.0	$42,640.6	$43,753.7	$44,911.4	$45,265.5	$45,633.9	$46,017.2	$46,416.0
CLOSING CASH BALANCE					$27,810.0	$33,835.3	$40,103.4	$46,624.1	$54,258.0	$63,049.5	$72,195.1	$81,709.2	$91,606.5	$101,902.5

2007 ROAD NON-RESIDENTIAL DEVELOPMENT CHARGE
(in 000$)

	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
OPENING CASH BALANCE ($000)	$101,902.5	$112,621.8	$123,769.9	$135,363.9	$147,421.6	$148,536.1	$138,141.8	$127,331.8	$116,089.3	$104,397.2
2007-2031 NON-RESIDENTIAL FUNDING REQUIREMENTS										
- Roads - constant ($000)	$36,119.9	$36,119.9	$36,119.9	$36,119.9	$36,119.9	$36,119.9	$36,119.9	$36,119.9	$36,119.9	$36,119.9
- Roads - current ($000)	$36,119.9	$36,119.9	$36,119.9	$36,119.9	$36,119.9	$36,119.9	$36,119.9	$36,119.9	$36,119.9	$36,119.9
NON-RESIDENTIAL GROWTH										
- Gross Floor Area in New Buildings (000's Sq.Ft.)	8,455,200	8,455,200	8,455,200	8,455,200	6,287,200	4,119,200	4,119,200	4,119,200	4,119,200	3,902,400
REVENUE - current ($000)										
- Dev. Charge Receipts	$42,507.6	$42,507.6	$42,507.6	$42,507.6	$31,608.2	$20,708.8	$20,708.8	$20,708.8	$20,708.8	$19,618.9
INTEREST (EARNED/CHARGED)										
- Interest on Opening Balance	$4,076.1	$4,504.9	$4,950.8	$5,414.6	$5,896.9	$5,941.4	$5,525.7	$5,093.3	$4,643.6	$4,175.9
- Interest on In-year Transactions (excl.int.)	$255.5	$255.5	$255.5	$255.5	-$270.7	-$924.7	-$924.7	-$924.7	-$924.7	-$990.1
Existing Debt Payments	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
TOTAL REVENUE	$46,839.2	$47,267.9	$47,713.9	$48,177.6	$37,234.3	$25,725.6	$25,309.8	$24,877.4	$24,427.7	$22,804.7
CLOSING CASH BALANCE	$112,621.8	$123,769.9	$135,363.9	$147,421.6	$148,536.1	$138,141.8	$127,331.8	$116,089.3	$104,397.2	$91,082.0

York Region

2007 ROAD NON-RESIDENTIAL DEVELOPMENT CHARGE
(in 000$)

	2027	2028	2029	2030	2031
OPENING CASH BALANCE ($000)	$91,082.0	$76,078.9	$60,475.7	$44,248.3	$27,371.9
2007-2031 NON-RESIDENTIAL FUNDING REQUIREMENTS					
- Roads - constant ($000)	$36,119.9	$36,119.9	$36,119.9	$36,119.9	$36,119.9
- Roads - current ($000)	$36,119.9	$36,119.9	$36,119.9	$36,119.9	$36,119.9
NON-RESIDENTIAL GROWTH					
- Gross Floor Area in New Buildings (000's Sq.Ft.)	3,685,600	3,685,600	3,685,600	3,685,600	1,842,800
REVENUE - current ($000)					
- Dev. Charge Receipts	$18,528.9	$18,528.9	$18,528.9	$18,528.9	$9,264.5
INTEREST (EARNED/CHARGED)					
- Interest on Opening Balance	$3,643.3	$3,043.2	$2,419.0	$1,769.9	$1,094.9
- Interest on In-year Transactions (excl.int.)	-$1,055.5	-$1,055.5	-$1,055.5	-$1,055.5	-$1,611.3
Existing Debt Payments	$0.0	$0.0	$0.0	$0.0	$0.0
TOTAL REVENUE	$21,116.8	$20,516.6	$19,892.5	$19,243.4	$8,748.0
CLOSING CASH BALANCE	$76,078.9	$60,475.7	$44,248.3	$27,371.9	$0.0

Transportation – Roads - Non-Residential – Retail Rate Calculation

2007 ROAD NON-RESIDENTIAL DEVELOPMENT CHARGE - RETAIL
(in 000$)

OPENING CASH BALANCE FROM APPLICABLE RESERVES $6,634,563

				2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
OPENING CASH BALANCE ($000)				$6,634.6	$9,616.3	$12,718.2	$15,945.0	$19,301.8	$23,216.7	$27,711.9	$32,388.1	$37,252.6	$42,313.0
2007-2031 NON-RESIDENTIAL FUNDING REQUIREMENTS													
- Roads - constant ($000)				$17,695.2	$17,695.2	$17,695.2	$17,695.2	$17,695.2	$17,695.2	$17,695.2	$17,695.2	$17,695.2	$17,695.2
- Roads - current ($000)				$17,695.2	$17,695.2	$17,695.2	$17,695.2	$17,695.2	$17,695.2	$17,695.2	$17,695.2	$17,695.2	$17,695.2
NON-RESIDENTIAL GROWTH													
- Gross Floor Area in New Buildings (000's Sq.Ft.)				1,800,000	1,800,000	1,800,000	1,800,000	1,836,000	1,872,000	1,872,000	1,872,000	1,872,000	1,872,000
	Per Sq. Ft. Rate for 2007												
REVENUE - current ($000)													
- Dev. Charge Receipts	$11.29	Inflation	0.00%	$20,322.0	$20,322.0	$20,322.0	$20,322.0	$20,728.5	$21,134.9	$21,134.9	$21,134.9	$21,134.9	$21,134.9
INTEREST (EARNED/CHARGED)		Earned	Charged										
- Interest on Opening Balance	Rate:	4.00%	6.00%	$265.4	$384.7	$508.7	$637.8	$772.1	$928.7	$1,108.5	$1,295.5	$1,490.1	$1,692.5
- Interest on In-year Transactions (excl.int.)	Rate:	4.00%	6.00%	$89.6	$90.4	$91.3	$92.2	$109.5	$126.8	$128.0	$129.3	$130.6	$132.0
Existing Debt Payments				-$387.9	-$367.5	-$345.5	-$321.9	-$296.3	-$268.8	-$239.4	-$208.0	-$174.6	-$139.1
TOTAL REVENUE				$20,677.0	$20,797.1	$20,922.0	$21,052.0	$21,610.0	$22,190.4	$22,371.4	$22,559.7	$22,755.6	$22,959.5
CLOSING CASH BALANCE				$9,616.3	$12,718.2	$15,945.0	$19,301.8	$23,216.7	$27,711.9	$32,388.1	$37,252.6	$42,313.0	$47,577.3

2007 ROAD NON-RESIDENTIAL DEVELOPMENT CHARGE - RETAIL
(in 000$)

	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
OPENING CASH BALANCE ($000)	$47,577.3	$53,057.7	$58,757.3	$64,684.9	$70,849.6	$71,585.3	$66,606.1	$61,427.7	$56,042.2	$50,441.2
2007-2031 NON-RESIDENTIAL FUNDING REQUIREMENTS										
- Roads - constant ($000)	$17,695.2	$17,695.2	$17,695.2	$17,695.2	$17,695.2	$17,695.2	$17,695.2	$17,695.2	$17,695.2	$17,695.2
- Roads - current ($000)	$17,695.2	$17,695.2	$17,695.2	$17,695.2	$17,695.2	$17,695.2	$17,695.2	$17,695.2	$17,695.2	$17,695.2
NON-RESIDENTIAL GROWTH										
- Gross Floor Area in New Buildings (000's Sq.Ft.)	1,872,000	1,872,000	1,872,000	1,872,000	1,392,000	912,000	912,000	912,000	912,000	864,000
REVENUE - current ($000)										
- Dev. Charge Receipts	$21,134.9	$21,134.9	$21,134.9	$21,134.9	$15,715.7	$10,296.5	$10,296.5	$10,296.5	$10,296.5	$9,754.6
INTEREST (EARNED/CHARGED)										
- Interest on Opening Balance	$1,903.1	$2,122.3	$2,350.3	$2,587.4	$2,834.0	$2,863.4	$2,664.2	$2,457.1	$2,241.7	$2,017.6
- Interest on In-year Transactions (excl.int.)	$137.6	$137.6	$137.6	$137.6	-$118.8	-$443.9	-$443.9	-$443.9	-$443.9	-$476.4
Existing Debt Payments	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
TOTAL REVENUE	$23,175.6	$23,394.8	$23,622.8	$23,859.9	$18,430.9	$12,716.0	$12,516.8	$12,309.7	$12,094.3	$11,295.8
CLOSING CASH BALANCE	$53,057.7	$58,757.3	$64,684.9	$70,849.6	$71,585.3	$66,606.1	$61,427.7	$56,042.2	$50,441.2	$44,041.8

York Region

2007 ROAD NON-RESIDENTIAL DEVELOPMENT CHARGE - RETAIL
(in 000$)

	2027	2028	2029	2030	2031
OPENING CASH BALANCE ($000)	$44,041.8	$36,812.0	$29,292.9	$21,473.2	$13,340.6
2007-2031 NON-RESIDENTIAL FUNDING REQUIREMENTS					
- Roads - constant ($000)	$17,695.2	$17,695.2	$17,695.2	$17,695.2	$17,695.2
- Roads - current ($000)	$17,695.2	$17,695.2	$17,695.2	$17,695.2	$17,695.2
NON-RESIDENTIAL GROWTH					
- Gross Floor Area in New Buildings (000's Sq.Ft.)	816,000	816,000	816,000	816,000	408,000
REVENUE - current ($000)					
- Dev. Charge Receipts	$9,212.7	$9,212.7	$9,212.7	$9,212.7	$4,606.3
INTEREST (EARNED/CHARGED)					
- Interest on Opening Balance	$1,761.7	$1,472.5	$1,171.7	$858.9	$533.6
- Interest on In-year Transactions (excl.int.)	-$509.0	-$509.0	-$509.0	-$509.0	-$785.3
Existing Debt Payments	$0.0	$0.0	$0.0	$0.0	$0.0
TOTAL REVENUE	$10,465.4	$10,176.2	$9,875.4	$9,562.6	$4,354.6
CLOSING CASH BALANCE	$36,812.0	$29,292.9	$21,473.2	$13,340.6	$0.0

York Region

DRAFT 2007 DC By-Law Review
Background Study

Transportation – Roads - Non-Residential – Non-Retail Rate Calculation

2007 ROAD NON-RESIDENTIAL DEVELOPMENT CHARGE
(in 000$)

OPENING CASH BALANCE FROM APPLICABLE RESERVES $15,383,513

					2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
OPENING CASH BALANCE ($000)					$15,383.5	$18,193.7	$21,117.1	$24,158.4	$27,322.3	$31,041.3	$35,337.6	$39,807.1	$44,456.6	$49,293.4
2007-2031 NON-RESIDENTIAL FUNDING REQUIREMENTS														
- Roads - constant ($000)					$18,424.7	$18,424.7	$18,424.7	$18,424.7	$18,424.7	$18,424.7	$18,424.7	$18,424.7	$18,424.7	$18,424.7
- Roads - current ($000)					$18,424.7	$18,424.7	$18,424.7	$18,424.7	$18,424.7	$18,424.7	$18,424.7	$18,424.7	$18,424.7	$18,424.7
NON-RESIDENTIAL GROWTH														
- Gross Floor Area in New Buildings (000's Sq.Ft.)					6,330,000	6,330,000	6,330,000	6,330,000	6,456,600	6,583,200	6,583,200	6,583,200	6,583,200	6,583,200
REVENUE - current ($000)	**Per Sq. Ft. Rate for 2007**													
- Dev. Charge Receipts	$3.25		Inflation	0.00%	$20,550.6	$20,550.6	$20,550.6	$20,550.6	$20,961.6	$21,372.6	$21,372.6	$21,372.6	$21,372.6	$21,372.6
INTEREST (EARNED/CHARGED)			Earned	Charged										
- Interest on Opening Balance	Rate:		4.00%	6.00%	$615.3	$727.7	$844.7	$966.3	$1,092.9	$1,241.7	$1,413.5	$1,592.3	$1,778.3	$1,971.7
- Interest on In-year Transactions (excl.int.)	Rate:		4.00%	6.00%	$68.9	$69.7	$70.6	$71.6	$89.1	$106.7	$107.9	$109.3	$110.6	$112.1
Existing Debt Payments					-$403.9	-$382.7	-$359.7	-$335.1	-$308.6	-$279.9	-$249.3	-$216.6	-$181.8	-$144.8
TOTAL REVENUE					$21,234.8	$21,348.1	$21,465.9	$21,588.6	$22,143.6	$22,721.0	$22,894.1	$23,074.2	$23,261.5	$23,456.5
CLOSING CASH BALANCE					$18,193.7	$21,117.1	$24,158.4	$27,322.3	$31,041.3	$35,337.6	$39,807.1	$44,456.6	$49,293.4	$54,325.3

2007 ROAD NON-RESIDENTIAL DEVELOPMENT CHARGE
(in 000$)

	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
OPENING CASH BALANCE ($000)	$54,325.3	$59,564.2	$65,012.6	$70,679.0	$76,572.1	$76,950.8	$71,535.8	$65,904.1	$60,047.2	$53,956.0
2007-2031 NON-RESIDENTIAL FUNDING REQUIREMENTS										
- Roads - constant ($000)	$18,424.7	$18,424.7	$18,424.7	$18,424.7	$18,424.7	$18,424.7	$18,424.7	$18,424.7	$18,424.7	$18,424.7
- Roads - current ($000)	$18,424.7	$18,424.7	$18,424.7	$18,424.7	$18,424.7	$18,424.7	$18,424.7	$18,424.7	$18,424.7	$18,424.7
NON-RESIDENTIAL GROWTH										
- Gross Floor Area in New Buildings (000's Sq.Ft.)	6,583,200	6,583,200	6,583,200	6,583,200	4,895,200	3,207,200	3,207,200	3,207,200	3,207,200	3,038,400
REVENUE - current ($000)										
- Dev. Charge Receipts	$21,372.6	$21,372.6	$21,372.6	$21,372.6	$15,892.5	$10,412.3	$10,412.3	$10,412.3	$10,412.3	$9,864.3
INTEREST (EARNED/CHARGED)										
- Interest on Opening Balance	$2,173.0	$2,382.6	$2,600.5	$2,827.2	$3,062.9	$3,078.0	$2,861.4	$2,636.2	$2,401.9	$2,158.2
- Interest on In-year Transactions (excl.int.)	$117.9	$117.9	$117.9	$117.9	-$151.9	-$480.7	-$480.7	-$480.7	-$480.7	-$513.6
Existing Debt Payments	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
TOTAL REVENUE	$23,663.6	$23,873.1	$24,091.1	$24,317.7	$18,803.4	$13,009.6	$12,793.0	$12,567.7	$12,333.5	$11,508.9
CLOSING CASH BALANCE	$59,564.2	$65,012.6	$70,679.0	$76,572.1	$76,950.8	$71,535.8	$65,904.1	$60,047.2	$53,956.0	$47,040.2

York Region

2007 ROAD NON-RESIDENTIAL DEVELOPMENT CHARGE
(in 000$)

	2027	2028	2029	2030	2031
OPENING CASH BALANCE ($000)	$47,040.2	$39,266.9	$31,182.7	$22,775.1	$14,031.3
2007-2031 NON-RESIDENTIAL FUNDING REQUIREMENTS					
- Roads - constant ($000)	$18,424.7	$18,424.7	$18,424.7	$18,424.7	$18,424.7
- Roads - current ($000)	$18,424.7	$18,424.7	$18,424.7	$18,424.7	$18,424.7
NON-RESIDENTIAL GROWTH					
- Gross Floor Area in New Buildings (000's Sq.Ft.)	2,869,600	2,869,600	2,869,600	2,869,600	1,434,800
REVENUE - current ($000)					
- Dev. Charge Receipts	$9,316.3	$9,316.3	$9,316.3	$9,316.3	$4,658.1
INTEREST (EARNED/CHARGED)					
- Interest on Opening Balance	$1,881.6	$1,570.7	$1,247.3	$911.0	$561.3
- Interest on In-year Transactions (excl.int.)	-$546.5	-$546.5	-$546.5	-$546.5	-$826.0
Existing Debt Payments	$0.0	$0.0	$0.0	$0.0	$0.0
TOTAL REVENUE	$10,651.4	$10,340.4	$10,017.1	$9,680.8	$4,393.4
CLOSING CASH BALANCE	$39,266.9	$31,182.7	$22,775.1	$14,031.3	$0.0

York Region

Transportation - Transit

REGION OF YORK
DEVELOPMENT CHARGE CALCULATION

Service: Transit

Category	Residential	Non-residential	Total
Transit Capital Program	$34,642,000	$23,095,311	$57,737,311
Total Growth-related Capital Costs	**$34,642,000**	**$23,095,311**	**$57,737,311**
Statutory Reduction - 10%	($3,464,200)	($2,309,531)	($5,773,731)
	$31,177,800	$20,785,780	$51,963,580
Plus - Existing Debt Payments	$3,248,662	$2,165,771	$5,414,433
Adjusted Growth-related Capital Costs	**$34,426,462**	**$22,951,551**	**$57,378,013**
Population Growth 2007 - 2016	251,938		
Additional Square Footage 2007 - 2016			
Industrial/Office/Institutional -		64,692,600	
Retail -		18,396,000	
Cost per capita | cost per square foot	$136.65		
Non-residential industrial costs[1] 51%		$11,707,534	
Non-residential non-industrial costs 49%		$11,244,017	
Development Charge Quantum:			
Residential Unit Type: P.P.U.			
Single and Semi-detached 3.6	$497		
Multiple Unit Dwellings 2.9	$398		
Apartments - 2+ bedrooms 2.1	$293		
Apartments - 1 bedroom or less 1.5	$200		
Non-residential (per square foot):			
- Industrial		$0.181	
- Non-industrial		$0.611	

1. Percentage of non-residential costs attributable to industrial development based on ratio of industrial to non-industrial p.m. peak hour trip generation rates - Source: ITE Trip Generation Manual, 7th Edition

Transportation - Subway

Transit Development Charges
Estimated Subway Impact
Revised Legislation

Net Cost of Subway (after Grants)		$343,420,773
Less: Service level cap		$0
Eligible based on increased need		$343,420,773
Benefit to existing development	**26%**	($87,667,697)
Post planning period benefit	**10%**	($34,342,077)
Development-related cost		$221,410,999
Grants/Subsidies (2/3 of development related cost)		$0
Costs Recovered from DC (maximum)		$221,410,999

% Residential	**60%**	$132,846,599
Growth Forecast (2007-2016 - Population only)		251,938
Cost per capita		$ 527.30

Sample Rates:

Single	$	1,918.35
Multiple	$	1,534.13
2 + Apts.	$	1,131.76
< 2 Apts.	$	772.58

% Non-Residential	**40%**	$88,564,399
Growth Forecast (2007-2016 - Square Footage)		83,088,600
Cost per square foot		$ 1.07

Cost Distribution:		Sample Rates:	
Retail	49%	$ 2.36	$43,387,901
Non-Reta	51%	$ 0.70	$45,176,498

Police

REGION OF YORK
DEVELOPMENT CHARGE CALCULATION

Service: Police

Category		Residential	Non-residential	Total
Facilities		$12,199,000	$7,422,118	$19,621,118
Police Fleet		$1,353,000	$823,100	$2,176,100
Communication & Other Equipment		$4,750,000	$2,890,000	$7,640,000
Total Growth-related Capital Costs		**$18,302,000**	**$11,135,218**	**$29,437,218**
Statutory Reduction -	0%	$0	$0	$0
		$18,302,000	$11,135,218	$29,437,218
Plus - Existing Debt Payments		$666,715	$405,683	$1,072,398
Adjusted Growth-related Capital Costs		**$18,968,715**	**$11,540,901**	**$30,509,616**
Population Growth 2007 - 2016		251,938		
Additional Square Footage 2007 - 2016				
Industrial/Office/Institutional -			64,692,600	
Retail -			18,396,000	
Cost per capita | cost per square foot		$75.29		
Non-residential non-retail costs[1]	76%		$8,771,085	
Non-residential retail costs	24%		$2,769,816	
Development Charge Quantum:				
Residential Unit Type:	P.P.U.			
Single and Semi-detached	3.6	$274		
Multiple Unit Dwellings	2.9	$219		
Apartments - 2+ bedrooms	2.1	$162		
Apartments - 1 bedroom or less	1.5	$110		
Non-residential (per square foot):				
- Industrial/Office/Institutional			$0.136	
- Retail			$0.151	

1. Assumed percentage of non-residential costs attributable to non-retail development based on employment growth analysis performed by Regional Planning Dept.

EMS

REGION OF YORK
DEVELOPMENT CHARGE CALCULATION

Service: Emergency Medical Services

Category		Residential	Non-residential	Total
Facilities		$2,976,000	$604,000	$3,580,000
Vehicles		$1,507,000	$306,000	$1,813,000
Total Growth-related Capital Costs		**$4,483,000**	**$910,000**	**$5,393,000**
Statutory Reduction -	0%	$0	$0	$0
		$4,483,000	$910,000	$5,393,000
Plus - Existing Debt Payments		$236,361	$47,941	$284,302
Adjusted Growth-related Capital Costs		**$4,719,361**	**$957,941**	**$5,677,302**
Population Growth 2007 - 2016		251,938		
Additional Square Footage 2007 - 2016				
Industrial/Office/Institutional -			64,692,600	
Retail -			18,396,000	
Cost per capita | cost per square foot		$18.73		
Non-residential non-retail costs[1]	76%		$728,035	
Non-residential retail costs	24%		$229,906	
Development Charge Quantum:				
Residential Unit Type:	P.P.U.			
Single and Semi-detached	3.6	$68		
Multiple Unit Dwellings	2.9	$54		
Apartments - 2+ bedrooms	2.1	$40		
Apartments - 1 bedroom or less	1.5	$27		
Non-residential (per square foot):				
- Industrial/Office/Institutional			$0.011	
- Retail			$0.012	

1. Assumed percentage of non-residential costs attributable to non-retail development based on employment growth analysis performed by Regional Planning Dept.

Capital Growth Studies

REGION OF YORK
DEVELOPMENT CHARGE CALCULATION

Service: Growth Studies

Category		Residential	Non-residential	Total
Growth-related Studies		$2,487,000	$1,513,000	$4,000,000
Total Growth-related Capital Costs		**$2,487,000**	**$1,513,000**	**$4,000,000**
Statutory Reduction -	0%	$0	$0	$0
		$2,487,000	$1,513,000	$4,000,000
Plus - Existing Debt Payments		$0	$0	$0
				$0
Adjusted Growth-related Capital Costs		**$2,487,000**	**$1,513,000**	**$4,000,000**
Population Growth 2007 - 2016		251,938		
Additional Square Footage 2007 - 2016				
Industrial/Office/Institutional -			64,692,600	
Retail -			18,396,000	
Cost per capita | cost per square foot		$9.87		
Non-residential non-retail costs[1]	76%		$1,149,880	
Non-residential retail costs	24%		$363,120	
Development Charge Quantum:				
Residential Unit Type:	P.P.U.			
Single and Semi-detached	3.6	$36		
Multiple Unit Dwellings	2.9	$29		
Apartments - 2+ bedrooms	2.1	$21		
Apartments - 1 bedroom or less	1.5	$14		
Non-residential (per square foot):				
- Industrial/Office/Institutional			$0.018	
- Retail			$0.020	

1. Assumed percentage of non-residential costs attributable to non-retail development based on employment growth analysis performed by Regional Planning Dept.

Long Term Care

REGION OF YORK
DEVELOPMENT CHARGE CALCULATION

Service: Long Term Care

Category		Residential	Non-residential	Total
Facilities		$17,429,000	$0	$17,429,000
Total Growth-related Capital Costs		**$17,429,000**	**$0**	**$17,429,000**
Statutory Reduction -	10%	($1,742,900)	$0	($1,742,900)
		$15,686,100	$0	$15,686,100
Plus - Existing Debt Payments		$377,456	$0	$377,456
Adjusted Growth-related Capital Costs		**$16,063,556**	**$0**	**$16,063,556**
Population Growth 2007 - 2016		251,938		
Additional Square Footage 2007 - 2016				
Industrial/Office/Institutional -			64,692,600	
Retail -			18,396,000	
Cost per capita | cost per square foot		$63.76		
Non-residential non-retail costs[1]	76%		$0	
Non-residential retail costs	24%		$0	
Development Charge Quantum:				
Residential Unit Type:	P.P.U.			
Single and Semi-detached	3.6	$232		
Multiple Unit Dwellings	2.9	$186		
Apartments - 2+ bedrooms	2.1	$137		
Apartments - 1 bedroom or less	1.5	$93		
Non-residential (per square foot):				
- Industrial/Office/Institutional			$0.000	
- Retail			$0.000	

1. Assumed percentage of non-residential costs attributable to non-retail development based on employment growth analysis performed by Regional Planning Dept.

York Region

Public Health

REGION OF YORK
DEVELOPMENT CHARGE CALCULATION

Service: Health

Category		Residential	Non-residential	Total
Facilities		$4,807,000	$534,274	$5,341,274
Total Growth-related Capital Costs		**$4,807,000**	**$534,274**	**$5,341,274**
Statutory Reduction -	10%	($480,700)	($53,427)	($534,127)
		$4,326,300	$480,847	$4,807,147
Plus - Existing Debt Payments		$0	$0	$0
Adjusted Growth-related Capital Costs		**$4,326,300**	**$480,847**	**$4,807,147**
Population Growth 2007 - 2016		251,938		
Additional Square Footage 2007 - 2016				
Industrial/Office/Institutional -			64,692,600	
Retail -			18,396,000	
Cost per capita | cost per square foot		$17.17		
Non-residential non-retail costs[1]	76%		$365,444	
Non-residential retail costs	24%		$115,403	
Development Charge Quantum:				
Residential Unit Type:	P.P.U.			
Single and Semi-detached	3.6	$62		
Multiple Unit Dwellings	2.9	$50		
Apartments - 2+ bedrooms	2.1	$37		
Apartments - 1 bedroom or less	1.5	$25		
Non-residential (per square foot):				
- Industrial/Office/Institutional			$0.006	
- Retail			$0.006	

1. Assumed percentage of non-residential costs attributable to non-retail development based on employment growth analysis performed by Regional Planning Dept.

Public Works

REGION OF YORK
DEVELOPMENT CHARGE CALCULATION

Service: Public Works

Category		Residential	Non-residential	Total
Facilities		$3,208,000	$2,138,000	$5,346,000
Vehicles & Major Equipment		$3,711,000	$2,477,000	$6,188,000
Total Growth-related Capital Costs		**$6,919,000**	**$4,615,000**	**$11,534,000**
Statutory Reduction -	10%	($691,900)	($461,500)	($1,153,400)
		$6,227,100	$4,153,500	$10,380,600
Plus - Existing Debt Payments		$0	$0	$0
Adjusted Growth-related Capital Costs		**$6,227,100**	**$4,153,500**	**$10,380,600**
Population Growth 2007 - 2016		251,938		
Additional Square Footage 2007 - 2016				
Industrial/Office/Institutional -			64,692,600	
Retail -			18,396,000	
Cost per capita | cost per square foot		$24.72		
Non-residential non-retail costs[1]	51%		$2,118,691	
Non-residential retail costs	49%		$2,034,809	
Development Charge Quantum:				
Residential Unit Type:	P.P.U.			
Single and Semi-detached	3.6	$90		
Multiple Unit Dwellings	2.9	$72		
Apartments - 2+ bedrooms	2.1	$53		
Apartments - 1 bedroom or less	1.5	$36		
Non-residential (per square foot):				
- Industrial/Office/Institutional			$0.033	
- Retail			$0.111	

1. Percentage of non-residential costs attributable to non-retail development based on ratio of non-retail to retail average a.m./p.m. peak hour trip generation rates - Source: ITE Trip Generation Manual, 7th Ed.

8. Development Charge Policies

Policy Issues for Consideration

York Region notes that the *DC Act* is the primary legislation regarding the recovery of growth-related capital costs. Where appropriate, other Acts may be used as the basis for revenue recovery such as the Municipal Act, Planning Act and Local Improvement Act. As part of the preparation of this background study, York Region has examined its current development charge policies, in general, to determine whether or not any changes were required. Specifically, York Region considered the following specific issues during this review.

1. Other Policy Issues for Consideration

The ongoing policy issues for Council consideration outlined below potentially impact the Regional development charge. The issues are described below, with options for consideration, and in some cases, a staff proposal of recommended action.

i) Transit

The ten year transit capital program included in the 2003 DC By-law review totalled $2.2 billion, with approximately two-thirds of the cost assumed to be recovered from senior levels of government. The DC Act states that costs eligible to be recovered from DC must be calculated using a service level based on the average of the previous ten years. This penalizes municipalities like York Region that are introducing new services, as there is a minimal historic service level, which results in a smaller component of future costs that can be recovered from DC. As well, transit services under the DC Act are treated differently from roads in two significant ways.

First, unlike road capital expenditures, a mandatory 10% reduction in costs eligible for recovery from development charges must be applied to transit capital expenditures.

Second, although municipalities plan roads and transit services as an integrated transportation system, transit services cannot be grouped with roads for the purposes of reserve funds, draws and credits. This would appear to further reduce the total transit capital expenditures eligible for recovery from DC.

Based on average historical service levels as prescribed by the DC Act, approximately 5% of York Region's $796 million share of total capital costs included in the 2003 DC By-law would be eligible for recovery from development charges at the beginning of the ten year period, increasing to 33% by the end of the ten year period. The single family dwelling DC rate for transit calculated under the current development charge legislation would have been less than $400 per unit.

During the 2003 DC By-law review process, numerous discussions with key development stakeholders were held. As a result of these discussions, instead of using the historical ten year average service level standard for determining DC rates, the transit DC rate was calculated using a projected ten year average service level standard based on year 2012, which assumes all works included in York Region's ten year capital plan have been completed. The DC By-law also included a phase-in of the transit component of the DC rate from $775 to $1,945 per single family dwelling (SFD), to reach a 25% cost recovery of York Region's net capital costs by the end of the four year term of the by-law. The amount of each step of the transit rate phase-in would be dependent upon the percentage of the annual budgeted transit expenditures spent. Despite the consultation with stakeholders, York Region received an appeal of the By-law regarding the transit DC calculation. This appeal has since been resolved.

Key Issues to be Examined

DC Act calculation restricts recovery to less than 5% in 2007 By-law, which is not sufficient to fund transit infrastructure to service growth.

New legislation regarding DC's for the Spadina Subway is anticipated to be enacted. It will most likely allow the use of future service levels. The issue regarding how York Region will apply subway charge, i.e., Region-wide or area-specific, has not been resolved.

York Region must review the methodology for calculating the transit DC rate as part of the 2006 DC by-law process, to more fairly recover costs from growth benefiting from infrastructure.

Options explored:

Transit DC Calculation

- Use the average 10-year historical service level for transit. Places higher burden on existing taxpayers.
- Use the average 10-year future service level or similar forward-looking standard.
- Explore other options for calculation of the charge, e.g., combined Transportation (Roads & Transit) Level of Service. Increases level of recovery and supports total transportation costs.

Subway DC

- Apply a region-wide charge consistent with current policy.

- Apply area-specific charge for subway such that the area benefiting from service pays the charge. Not in accordance with current York Region methodology.

Staff Recommendation

York Region will apply the *DC Act* when determining the Transit development charge. York Region will also continue to explore the potential for legislative changes to improve the model for transit. The subway rate calculation is based on draft regulations that are expected to be passed.

ii) Centres and Corridors

Focusing growth and infrastructure investment in Centres and Corridors has been a key goal of the Regional Official Plan since its adoption in 1994. York Region has designated four regional centres: Markham, Newmarket, Richmond Hill and the Vaughan Corporate Centre. These four centres are intended to be vibrant, higher density, mixed use precincts. These four regional centres are intended to contain the highest densities in order to support rapid transit services and provide a broad mix of uses that will serve the entire region.

York Region's Centres and Corridors Strategy identified several potential initiatives that could be undertaken to promote development in Regional centres and corridors. These initiatives included the review of the current development charge structure. The firm of Hemson Consulting Ltd. was retained to undertake a review of financial strategies and options for encouraging intensification in Regional centres and corridors. The main area of focus of the study was development charges, and the possible restructuring or differentiation of the current DC rates within centres and corridors.

Preliminary findings from this review indicate that there may be a cost justification to examine a differentiated Regional development charge within centres and corridors for roads and transit infrastructure, as opposed to other urban and greenfield development. This would require a change to the uniform region-wide DC rate methodology, resulting in a lower charge within centres and corridors for certain services and a higher charge outside of these areas.

Key Issues to be Examined

York Region has begun to explore how a Centres and Corridors DC strategy could be implemented to ensure that the guidelines of the DC Act are met and what impact the differentiated rate could have in encouraging intensification. As well, the study was based on master plans developed in 2002 – 2004. New Master Plans proposed to be completed in 2008 will most likely impact study findings.

Options explored:

- Status quo (e.g., region-wide rates).
- Have different rates for Roads & Transit in Centres and Corridors versus greenfields.
- Have area-specific rates for some of the components of the road and transit charge (e.g. subway).

Recommendation

Defer implementation of a centres and corridors strategy and re-examine impacts upon completion of the updates to York Region's Master Plans.

iii) Non-residential DC Rate Discounting

The current non-residential development charge is split into two categories: retail development and industrial/office/institutional ("non-retail") development. The average full cost recovery development charge rate for non-residential development is $8.20 per square foot of gross floor area (in 2003 dollars). In 2003, as an economic incentive to development, Council reduced the non-residential charge, with retail development being charged at $3.85 per square foot, and non-retail development being charged at $2.75 per square foot. These rates would be increased annually throughout the term of the by-law, but would not reach the full cost recovery rates.

In accordance with the *Development Charges Act, 1997 ("DC Act")*, the revenue shortfall resulting from these reduced rates must be recovered through non-DC sources, i.e. tax levy and user rates. As a result, a project that would normally be eligible for 100% funding from DC would only receive approximately 80% funding from DC; with the balance funded from tax levy or user rates.

The 2007 ten year capital plans estimate that an average of approximately $20.0 million per year will be required from the Regional tax levy to fund the shortfall of roads capital costs resulting from the non-residential DC rate discount. Similarly, an average of approximately $32.5 million per year will be required from water and sewer user rates to fund the DC rate discount.

DC Discount ($M)									
	Historical					Forecast			
	2003	2004	2005	2006 estimated	Sub-Total	2007	2008	2009	Total
Roads	$17.6	$23.6	$24.4	$9.7	$75.3	$17.0	$23.4	$18.3	**$134.0**
Water	$4.9	$6.1	$13.8	$18.0	$42.8	$18.0	$22.6	$23.2	**$106.6**
Sewer	$13.2	$3.4	$5.3	$24.5	$46.4	$28.6	$28.9	$30.6	**$134.5**
Total	**$35.7**	**$33.1**	**$43.5**	**$52.2**	**$164.5**	**$63.6**	**$74.9**	**$72.1**	**$375.1**

The above table illustrates the pressures on the tax levy and user rates to support the DC discount currently in effect for Roads, Water and Sewer programs. A total of $112.3 million over the last three years was required to support the cost of growth in these services. This is an average annual input of $37 million for growth related costs. 2007-2009 forecasts reflect higher costs if the discount remains without any consideration to reduction or phase-out. These discounts place a significant pressure on the Regional tax levy and user rate requirements and need to be re-evaluated.

Key Issues to be Examined

York Region needs to assess the impact of the non-residential discount on promoting development within York Region, and to propose options to phase out or reduce the DC discount to reduce the resulting increases on property taxes and utility rates that continued discounting will require.

Options explored:

- Status quo – same level of discounting, continued burden on existing taxpayer.
- Remove all discounts – immediate impact on proposed developments.
- Phase out or reduce discounting over the term of the new By-law. This mitigates the immediate impact on development (able to plan for increase) and reduces pressures on tax levy and user rates.

iv) Calculation Methodologies

York Region was challenged by the development industry on certain assumptions included in the DC rate calculation during the last by-law amendment process. Two key areas of concern for the development industry are the split between retail and non-retail costs and how to deduct for excess capacity (existing and post-period benefit) for water and sewer services.

Retail / Non-retail Cost Split

The non-residential DC rate is split into two categories: retail development and industrial / office / institutional ("non-retail") development. Non-residential capital costs are allocated to these categories based on an assessment of the consumption of each service by retail and non-retail uses. Since non-residential costs cannot be shifted to residential development, any shift in non-residential cost allocation must be borne by the other non-residential use (i.e. a reduction in non-retail costs must be absorbed by retail development). The 2003 DC By-law used a survey of water use for selected businesses in three municipalities to allocate costs between retail and non-retail uses. This resulted in a larger proportion of costs being allocated to retail uses, resulting in a higher retail development charge. The By-law was appealed by retail proponents, challenging the validity of the survey. During appeal resolution discussions, the use of the employment growth mix forecast was tabled as a practice used by other municipalities to split water and sewer costs.

Staff recommendation is to use the growth forecast for retail versus non-retail to split the costs for water and wastewater until such time that a measure more indicative of usage patterns is established and to continue to use York Region's existing methodology for other services.

<u>Key Issues to be Examined</u>

York Region was appealed on the cost allocation methodology used for retail / non-retail costs in the 2003 DC by-law. As part of the resolution of the appeal, York Region has agreed to re-examine the methodology used, and consult with key stakeholders.

<u>Options explored:</u>

- Maintain similar retail / non-retail cost split methodology as the 2003 DC By-law.
- Use growth forecast for retail versus non-retail to split the costs.
- Change the structure of the non-residential charge. e.g. revert to a single charge for non-residential or change category composition.

<u>Recommendation</u>

Use growth forecast for retail versus non-retail to split the costs for water and wastewater.

Use ITE Trip Generation model for Transportation.

v) Legislative Changes

York Region continues to pursue legislative changes to ensure costs of growth are borne by development causing the need for these costs and growth municipalities are not penalized.

2. Development Charge Structure

York Region continues to impose a uniform region-wide charge structure for residential and non-residential development on similar services across York Region. The exception to this is for the community of Nobleton within King Township. A separate development charge by-law applies for the sanitary sewer component only for Nobleton. All other region-wide charges continue to apply.

3. Review of Definitions

i) Retail use, especially in mixed development. In the current By-law / Background Study, Development Charges apply based upon the gross floor area of the buildings or structures; and imposed on the following primary non-residential uses: industrial / office / institutional use or retail uses. In the case of a development designed or intended for use for industrial / office / institutional uses and retail uses, the development charge shall be applicable based on principal use based on the gross floor area.

Options

- Charge per square foot / metre depending on the use of each unit. If there is a "change of use" zoning application after development charges have been paid, then the difference in the appropriate rates should apply.
- Maintain the status quo.

Staff Recommendation

Maintain the status quo.

ii) Funeral Homes – The categorization of funeral homes is not specifically defined within the DC By-law. Funeral homes meet the definition of retail uses, as they provide services to the general public.

Staff Recommendation

Amend the definition of retail to include funeral home. The definition of funeral home has been added to the By-law.

4. Review of exemptions.

York Region examined whether or not it would be appropriate to exclude shelters for persons in need from the requirement to pay development charges.

Staff Recommendation

Amend the definition of "community use" to include a Shelter. A shelter is defined as "a building in which supervised short-term emergency shelter and associated support services are provided to individuals who are fleeing situations of physical, financial, emotional or psychological abuse." This would mean that the area municipality in which the shelter is located must first provide an exemption from the payment of DC's in order for York Region to grant a similar exemption.

Existing Policies

A summary of the existing Regional DC policies are outlined below.

Financing Growth-Related Capital Costs

The DC Act is the primary legislation regarding the recovery of growth-related capital costs. Where appropriate, other Acts may be used as the basis for revenue recovery such as the Municipal Act, Planning Act and Local Improvement Act.

Development Approvals Required for Imposition of Regional Development Charges

Development charges shall be imposed upon all residential uses and non-residential uses if the development requires:

a) the passing of a zoning by-law or of an amendment to a zoning by-law under section 34 of the Planning Act;

b) the approval of a minor variance under section 45 of the Planning Act;

c) a conveyance of land to which a by-law passed under subsection 50(7) of the Planning Act applies;

d) the approval of a plan of subdivision under section 51 of the Planning Act;

e) a consent under section 53 of the Planning Act;

f) the approval of a description under section 50 of the Condominium Act; or

g) the issuing of a permit under the Building Code Act, 1992 in relation to a building or structure.

Notwithstanding the foregoing, if two or more of the development approvals occur at different times, additional development charges shall be imposed, if the subsequent action has the effect of increasing the intensity of development.

Development Charge Structure

York Region continues to impose a uniform region-wide charge structure for residential and non-residential development on similar services across York Region with the exception of the sanitary sewer component for the Nobleton Community. An area–specific charge applies for this component for residential and non-residential development therefore the region-wide sewer charge does not apply to Nobleton. All other region-wide charges continue to apply.

Calculation of Development Charges

Development charges apply to the development of any land, buildings or structures and are calculated as follows:

a) in the case of residential development, or the residential portion of a mixed use development, based upon the number and type of dwelling units; and imposed on the following unit types: single family and semi-detached; multiple unit dwellings; apartments with 2 or more bedrooms; apartments with less than 2 bedrooms, and;

b) in the case of non-residential development, or the non-residential portion of a mixed use development, based upon the gross floor area of the buildings or structures; and imposed on the following primary non-residential uses: industrial/office/institutional use or retail uses. In the case of a development designed or intended for use for both industrial/office/institutional uses and retail uses, the development charge shall be applicable based on principal use.

Collection Responsibility Policy

The Treasurer of the Regional Municipality shall collect development charges as follows:

- in the case of a residential subdivision, upon the owner entering into the subdivision agreement respecting such plan of subdivision, the applicable roads, water and sewer components of the development charge at the prevailing rate as determined by the designated schedule to the DC By-law, and
- in cases where a special agreement has been entered into between the Regional Municipality and the owner providing for either provision of services in lieu of payment and/or providing for a payment at a time other than building permit issuance or subdivision agreement execution.

Where the Regional Municipality has collected a development charge, the Treasurer of York Region will notify the Treasurer of the Area Municipality in which the lands are located that the charge has been collected.

The Treasurer of the Area Municipality, where development is located and is subject to development charges, shall collect such regional charges at the prevailing rate when due, as follows:

- in the case of residential subdivisions, for the general services component of regional development charges, at building permit issuance stage unless notified otherwise by York Region;
- in the case of non-residential subdivisions, for all services at building permit issuance, unless notified by York Region that it has entered into an agreement concerning payment with a particular landowner; and
- in the case of non-subdivision developments, for all services at building permit issuance, unless notified by York Region that it has entered into an agreement concerning payment with a particular landowner; and
- the Treasurer of the Area Municipality shall collect the charge imposed by the upper tier municipality when due and shall remit the amount of the charges collected to the Treasurer of the Regional Municipality, on or before the 25th day of the month following the month in which the charge is received by the Area Municipality.

<u>Collection Timing</u>

The roads, water and sanitary sewer components of the regional development charge are collected at the subdivision agreement stage for residential development and non-residential development charges and the general services component of the residential development charge are collected at the time of building permit issuance.

The policy regarding full registration and phased payment of development charges in conjunction with build-out of residential subdivisions will be continued with the enactment of a revised DC By-law.

Non-residential retail development charges may be secured for payment at the time of building permit issuance by the applicant providing York Region with a Letter of Credit to the satisfaction of the Regional Treasurer for the applicable non-residential development charge with the Letter of Credit to be drawn down (without interest) in equal annual increments over a three year period.

Issuance of any building permits prior to registration

If an Area Municipality issues building permits for any reason prior to execution of the Regional subdivision agreement and/or registration of the subdivision (e.g. model homes), the Area Municipality is responsible for collecting the entire Regional development charge at the time of building permit issuance, and so advising the Regional Finance Department.

Land severances on or after November 23, 1991

Land severances approved on or after November 23, 1991, will not have a condition attached with respect to the payment of Regional development charges. Any resulting new lots will be subject to Regional development charges, at the prevailing rate, prior to building permit issuance.

Part lot control exemption approved by Region after November 23, 1991

Any additional residential units created, in a Registered Plan of Subdivision, by Part Lot Control Exemption, where the exemption has received Regional approval will be subject to Regional development charges. The applicant will be required to enter into an agreement with York Region pursuant to the Development Charges Act, with respect to payment of the appropriate development charges. York Region will collect the road/sewer/water component of the development charges at time of execution of the agreement, and the Area Municipality will be forwarded a copy of the Agreement to ensure the appropriate general services component is collected at building permit issuance.

Condominiums constructed prior to November 23, 1991, and registered after November 23, 1991

For condominium proposals which were constructed or had building permit(s) issued prior to November 23, 1991, Regional development charges will be imposed prior to registration at the Regional development charges rate in effect the day of building permit issuance. The applicant will be required to enter into an agreement with York Region, in accordance with the Development Charges Act.

Growth/Non-Growth Cost Sharing

Any decisions made by Council regarding development charge rate structure and growth/non-growth cost sharing should be made in accordance with the Regional Official Plan Financial Growth Management Policies and the annual Regional budget approval process.

A minimum of 10% non-growth adjustment factor be applied in accordance with statutory requirements of the DC Act, 1997, to regional transit infrastructure, public health, long term care and public works services.

Exemptions from the Payment of DC's

The *DC Act, 1997* provides for statutory exemptions from the payment of regional development charges for building permits issued regarding local governments including school boards and housing intensification which create one or two additional units.

Additional DC exemptions are provided for the following:

- cemeteries, burial grounds;
- non-residential farm buildings;
- accessory structures which are less than $100m^2$;
- relocation of heritage houses/buildings if they meet criteria regarding the definition of a heritage house/building, where an area municipality agrees to a similar exemption;
- agencies that are non-profit with purposes of a charitable nature under the definitions of the DC By-law, and that provide a facility for community uses, where a municipality agrees to a similar exemption;
- development of private learning institutions, that qualify as exempt from taxation under the Assessment Act, where a municipality agrees to a similar exemption; and
- affordable rental housing projects owned by a non-profit organization (grant provided equivalent to DC payable).

Industrial additions/expansions are eligible for a development charge credit subject to the following:

- the addition or expansion is 50% or less than existing GFA; and
- the addition or expansion must occur on the same lot.

Development charges will not be imposed on each application for an expansion or addition or new development of a place of worship for gross floor area up to a maximum of 5,000 square feet (464.5 square metres), or gross floor area that relates to the portion of the structure used principally for worship, whichever is greater, where an area municipality grants a similar exemption. All other floor area would be subject to regional development charges.

<u>Construction Types Exempt from Development Charges</u>

- Accessory buildings associated with residential development (i.e. garages, garden sheds, gazebos, swimming pool enclosures, etc.);
- Additions and alterations to existing dwellings including fireplaces, stoves, decks, porches, sunrooms, etc.;
- Temporary buildings (i.e. special occasion buildings, tents, temporary sales offices);
- Repairs to restore existing buildings which do not require rezoning or variance;
- The following designated structures:

Retaining walls	Exterior storage tanks

Pedestrian bridges	Dish antennae
Crane runways	Solar collectors

- Interior alteration to non-residential buildings. This includes the finishing or refinishing of non-residential floor areas. Such work will not result in an increase of floor area, size or usability (e.g. finishing a speculative industrial or commercial premise subsequent to the construction of a "shell" building). The construction of a mezzanine would not constitute "interior alteration" in this context and may be subject to development charges.
- Parking structures except those which are not accessory to main building.
- Buildings which do not require a permit.

Exception and Exemptions

- Housing intensification - enlargement to an existing dwelling unit be excepted from the charges along with one or two additions to a single detached dwelling (where the new GFA does not exceed the GFA of the existing dwelling) and where one dwelling unit is added to any other residential unit (for semi-detached) or row housing, the GFA shall not be greater than the existing dwelling unit; or for any other residential building, the GFA shall not be greater than the GFA of the smallest unit).
- Local Government - no charges be imposed against land owned and used by a municipality or lands owned by a Board as described in the Development Charges Act.
- Undesignated Areas - that the entire municipality be designated for the purposes of the DCA.
- Undesignated uses - all uses except local government, cemetery or burial ground be subject to the charge.
- Affordable Housing - that the charge not be varied on the basis of land use, housing value or ownership.
- Institutional Uses - all institutional uses (except the local government sector as noted above) be subject to the charge.
- Exemption for accessory structures - that all non-residential development projects (new or additions) containing less than 100 m^2 of GFA be exempt from the charge.
- Building permits which do not result in the creation of additional units or square footage not be subject to the charge.

<u>Alternative (Transitional) Collection Policies (old s.13, s.14 - DC Act, 1990 credits)</u>

Subdivisions/Lots Registered and/or Created Prior to November 23, 1991 Which Require Additional Development Approvals Under Authority of the DCA

- If a Regional lot levy/development charge has been previously paid in its entirety to the Regional Corporation as a condition of subdivision (subdivision agreement) or land development (severance) approval, and there have been no further intensification amendments to the subject lot in the interim period, there will be no further requirement to pay the current Regional development charge ("top-up") at the time of building permit issuance.
- If a development proponent has provided other monetary contributions or undertaken capital works in lieu of previous levy/development charge payments, there will be a credit granted against the payment of current Regional development charges, in accordance with the *Development Charges Act*.

If the subject lot/subdivision was created prior to the imposition of a Regional lot levy/development charge (i.e. for residential development - March 1979; for non-residential development - March 1988), there will be no requirement to pay the current prevailing Regional development charge prior to building permit issuance if the lot has remained vacant and has not required any planning approvals for intensification in the interim period.

Residential Subdivisions Registered After November 23, 1991

- If a development proponent has paid for the applicable roads, water and sanitary sewer components of the Regional development charge, subject to a subdivision agreement entered into with the Regional Corporation, the general administration component of the Regional development charge should be collected by the Area Municipality, at the prevailing rate prior to building permit issuance.
- All unregistered plans of subdivision will be required to enter into a subdivision agreement with York Region that will impose the current prevailing road, water and sewer service component of the Regional development charge as indicated by a schedule to the DC By-law, prior to execution of the agreement. The proponent shall pay the general administration component of the Regional development charge, and balance of Regional development charges outstanding, at the prevailing rate to the Area Municipality prior to building permit issuance.

Non-Residential Subdivisions Registered After November 23, 1991

- If a non-residential subdivision is created by plan of subdivision after November 23, 1991, then the applicable Regional development charge for the roads, water, sanitary sewer and general administration components of the charge shall apply at the prevailing rate, prior to building permit issuance.

Development Lots Created by Severance After November 23, 1991

- Lot created by severance after November 23, 1991 will be required to pay the current prevailing Regional development charge prior to building permit issuance.

<u>Demolition and Conversion Re-development Credits</u>

Despite any other provision of this by-law, where, as a result of the redevelopment of land, a building or structure existing on the land within 48 months prior to the date of payment of development charges in regard to such redevelopment was, or is to be demolished, in whole or in part, or converted from one principal use to another, 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 3.6 of this by-law 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 3.9, 3.10 or 3.12 of this by-law by the gross floor area that has been or will be demolished or converted to another principal use;

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

For the purposes of the above, the onus is on the applicant to produce evidence to the satisfaction of the Region, acting reasonably, to establish the following:

(a) the number of dwelling units that have been or will be demolished or converted to another principal use; or

(b) the non-residential gross floor area that has been or will be demolished or converted to another principal; and

(c) in the case of a demolition, that the dwelling units and/or non-residential gross floor area were demolished within 48 months prior to the date of the payment of development charges in regard to the redevelopment.

Development Charge Credit Policy (Services-in-Lieu)

The policy whereby a developer undertakes or finances Regional capital works prior to the planned Regional capital program in consideration for development charge credits and potential recovery of non-growth costs be continued with the following revisions:

- For purposes of quantifying the costs of works eligible for DC credit, York Region will establish a scale of project(s) to allow for unit prices for smaller sized projects undertaken by developers to be differentiated from larger sized projects.
- York Region shall endeavour to assist developers by liaising with utilities when possible where projects require utility relocation.
- Non-growth recovery - For capital works included in the ten year forecast York Region will endeavour to recognize intersection improvements (and scheduling) as part of the capital forecast, and consider their improvement prior to the ultimate reconstruction of a road. The discount rate used by York Region to account for the differential in non-growth expenditure timing will be adjusted to reflect future capital cost indexing.

For capital works not included in the ten year forecast, York Region will continue to require the developer to make a non-refundable contribution to the non-growth costs of projects in order to expedite the works construction timing. In order to recover a portion of the non-growth costs, Regional Council is required to endorse the projects for construction in the regional ten year capital program.

(The full approved DC Credit policy is shown at the end of this section)

Seniors/Special Needs Non-residential Development

The development of seniors and special needs non-residential facilities be included in the institutional definition of non-residential development.

Full Registration/Phased DC Payment – Residential Subdivisions

The Regional Solicitor is authorized to prepare agreements pursuant to the Development Charges Act for the purposes of allowing subdivision registration/phased payment of development charges if the following conditions are met:

1. The Regional Corporation is in receipt of a written request from a sub-divider to enter into such an agreement.
2. The draft approved plan of subdivision is a minimum of approximately 100 units.

3. The phases contemplated shall be a minimum of approximately 50 units.
4. The full development charge payment for the initial phase is made at the time of the execution of the agreement.
5. The registration/phased development charge method of payment proposal be co-ordinated with and incorporated into the Area Municipality and Regional subdivision agreements.
6. The payment of development charges for a subsequent phase must be co-ordinated with the provisions of the subdivision securities related to Area Municipal services for a subsequent phase.
7. For all subsequent phases of the development as specified in the agreement, the full regional development charge shall be paid directly to the Regional Corporation prior to any building permit issuance in that phase.

(*Adopted by Regional Council June 22, 1995 and amended January 15, 1998*)

<u>DC Collection Policy - Economic Development Initiatives</u>

The CAO and Treasurer will be authorized to negotiate deferred non-residential DC agreements with non-residential development proponents, in accordance with similar arrangements made with Area Municipalities.

(*Adopted by Regional Council January 15, 1998*)

<u>Development Charge Collection Policy - High-rise Residential Condominiums</u>

Developers of high-rise condominium developments may be permitted to defer payment of regional development charges. This deferral is dependent upon the developer providing a Letter of Credit to secure the payment of regional development charges at the time of building permit issuance. The Letter of Credit shall be drawn the earlier of 18 months after building permit issuance or registration of the condominium.

(*Adopted by Regional Council November 25, 1993*)

<u>Development Charge Credit Area - Kleinburg</u>

Specific lots in the Kleinburg area within the City of Vaughan, as identified in a separate schedule be incorporated as a water and/or sewage development charge credit area with respect to payments previously made for growth-related water and sewage infrastructure.

<u>Contingent Development Charges</u>

Specific contingent growth-related capital costs may be incorporated into the calculation of the road and sewage component of the regional DC rate. A schedule of pending rate increases which become effective thirty days after the date of occurrence of the events shown on the schedule shall be incorporated in the DC By-law.

Reserve Funds

Development charges shall be deposited in a specific reserve fund established for all Regional (and local boards) services, in accordance with the *Development Charges Act*.

The Treasurer shall prepare and present to Council an annual statement of the development charge reserve fund in accordance with the *Development Charges Act*.

Inflation indexing of the charge

The development charge quantum will be indexed annually, in accordance with the charge in the index for the most recently available annual period. In accordance with the *DC Act, 1997*, the Statistics Canada Quarterly Non-residential Construction Price Statistics for the most recently available quarter will be used.

Complaints

York Region has established a detailed Development Charge Complaint procedure under authority of the Development Charges Act.

DEVELOPMENT CHARGE CREDIT POLICY

REGIONAL INFRASTRUCTURE

As adopted by Regional Council – May 9, 1996 and May 23, 1996 (Revisions adopted by Council June 25, 1998 in italics)

- The developer shall forward a written request to Regional Council to consider a development charge credit matter, prior to construction of the works. There are no retroactive development charge credit provisions for works previously constructed by a developer without Regional Council approval.
- The costs for the works to be considered for development charge credit must be included in the Regional Development Charge By-law.
- Regional Council shall authorize and agree to a fixed development charge credit amount prior to allowing the construction of the works to be carried out. This is particularly important when the developer is constructing the works and the contract award process may not be as public as York Region's tendering process. Any amount agreed to for credit will be compared against awarded regional contracts in order to verify pricing accuracy. The developer will be required to provide York Region with a tender form in York Region's format for comparison with recent Region tenders.
- For water and wastewater regional infrastructure, York Region will determine responsibility for the design, tendering and construction with the developer responsible for the front-end financing.
- The credit will be restricted to the service component of the regional development charge that the developer is required to pay at the registration/subdivision agreement stage. (i.e. roads credits restricted to road development charge component that the developer is required to pay at registration). Any development charge credit request that exceeds the development charges payable for a particular service (i.e. roads, water or sewer) will be subject to a negotiated long-term credit arrangement as approved by Regional Council.
- The developer shall, where warranted, be required to make a contribution toward the non-growth component costs based on the fact that the works are being constructed in advance of the Regional capital programme (i.e. minimize impacts on existing residential), particularly if the Regional Corporation is not in a position to adjust budgets, to provide for the non-growth portion of the project in a budget year.
  a) Where the capital works are included in the ten year capital programme forecast and the works are advanced for construction to the current budget year, York Region shall reimburse the developer for an amount equivalent to the present value of York Region funding the non-growth portion

ahead of the planned programme expenditure. The present value will be calculated based on the planned expenditure timing for York Region constructing the subject works, and will be based on an interest rate reflecting an average of long term investment and debenture rates available to the Regional Corporation, *adjusted to reflect future capital cost indexing*.

In situations where York Region cannot adjust its capital budget to fund the Regional share of the growth and non-growth costs in a budget year, the development charge credit request may be denied and/or the developer requested to make a larger non-recoverable contribution. In addition, York Region may enter into a deferred repayment of the growth and non-growth components until a time consistent with the planned capital programme, subject to approval by Council.

b) Where the capital works are not included in the Regional ten year capital programme forecast, the developer will be required to make a non-recoverable contribution for the full value of the non-growth costs.

- The credit for services constructed will be included in the regional subdivision agreement.
- The developer shall secure the total costs of the works by a Letter of Credit, in a format satisfactory to the Regional Treasurer. The Letter of Credit will also secure payment of the development charge component under consideration for credit. The Letter of Credit will be held until such time as the capital works are constructed to the satisfaction of the Regional Corporation.
- The Letter of Credit will be released in the following manner:
  a) Where York Region has constructed the capital works the Letter of Credit shall be released in accordance with the holdback release provisions in the terms of the construction contract entered into by the Regional Corporation.
  b) Where the developer has constructed the capital works, a 10% holdback of the value of the works shall be retained by York Region for a one-year maintenance/warranty period after satisfactory construction of the works.
- A cost-recovery fee applicable to each credit request will be charged for engineering, legal and finance department costs incurred related to preparation and administration of the development charge credit agreement. The fee will be structured in the following manner where the developer constructs the capital works and the credit arrangement is incorporated in the subdivision agreement and the credits achieved upon satisfactory construction of the works:

i. A minimum fee of $1,000 shall be required to review a development charge credit request

ii. A fee equivalent to 1.0% of the value of the works, to a maximum fee of $10,000 shall be applicable for all capital works.

iii. In instances where Regional fees to prepare and administer the agreement are beyond the cost recovery provisions outlined above, such fees shall be separately quantified and invoiced to the developer.

Note: Where York Region constructs the capital works and the credit arrangement is to be administered in lieu of payment of development charges at the time of subdivision(s) registration, an administration fee up to 1.0% of the value of the works shall be required, in addition to the fees outlined above.

DEVELOPMENT CHARGE CREDITS - ROADWORKS

General Conditions

In general, York Region will consider development charge credits for road related works constructed to the ultimate location. The ultimate location is defined by the next planned upgrade for a road section as detailed in the background report for the development charge by-law. The credit will be based on the capital cost of the works with each credit application being reviewed individually. The credit will be defined by that portion of materials placed in their ultimate location that can be reused by York Region.

Detailed Conditions

Development Charge credits will be considered for the following:

a) Construction of intersection improvements,
b) Construction of complete road sections,
c) Utility relocations (Regional share of the cost), and
d) Contract design and inspection costs where the developer submits the contract drawings, design files and specification documents in the approved Regional format and the work is constructed in the ultimate location.

In calculating the credit, staff will determine the work and materials that do not require further reconstruction by York Region in the development of the ultimate configuration.

Development Charge credits will not apply to the following:

a) Land purchases
b) Overall project management, co-ordination or administration
c) Construction contingencies
d) Road improvements required for the exclusive use of a private entrance including new signals or signal alterations, turning lanes, etc.
e) Construction of that portion of a local road within the Regional ROW, and
f) Removals, unless the new works are constructed to the ultimate location.

To obtain credits, the developer must submit a list in Regional tender format of detailed items which are to be considered as recoverable, including percentages recoverable from York Region. These prices will be compared to recent unit prices for Regional contract prices. *York Region will establish a scale of project(s) to allow for unit prices for smaller sized projects undertaken by developers to be differentiated from larger sized projects.* Other costs may be recommended to be eligible by the Commissioner of

Transportation and Works, when such services are deemed to be in the interest of York Region subject to approval by Regional Council.

Non-growth Recovery

For capital works included in the ten year forecast York Region will endeavour to recognize intersection improvements (and scheduling) as part of the capital forecast, and consider their improvement prior to the ultimate reconstruction of a road. The discount rate used by York Region to account for the differential in non-growth expenditure timing will be adjusted to reflect future capital cost indexing.

For capital works not included in the ten year forecast, York Region will continue to require the developer to make a non-refundable contribution to the non-growth costs of projects in order to expedite the works construction timing. In order to recover a portion of the non-growth costs, Regional Council is required to endorse the projects for construction in the regional ten year capital program.

Note: York Region shall endeavour to assist developers by liaising with utilities when possible where projects require utility relocation.

Appendices

A. Operating Impact / Analysis

B. Development Charge Reports to Council

C. Development Charge By-law

A. Operating Impact / Analysis

Water Program –Operating Impact

2007 Water Program
Operating Analysis
2007 - 2016 Forecast

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	10 Yr. Total
FLOWS (m^3)											
Total	129,306,950	133,552,713	137,033,211	140,843,812	144,619,105	147,478,196	149,509,540	151,921,874	154,311,655	157,108,091	**1,445,685,147**
EXPENDITURES											
Existing Debt Payments	$47,205,445	$47,311,361	$47,114,686	$46,928,823	$46,947,667	$44,648,159	$40,363,874	$27,379,833	$16,428,636	$4,294,066	**$88,466,409**
Less: DC Contribution	($37,426,995)	($37,527,751)	($37,600,147)	($37,440,609)	($37,471,674)	($35,643,818)	($32,131,198)	($21,187,584)	($12,518,987)	($2,751,878)	**($68,589,647)**
Capital Replacement ($0.04 per cubic metre)	$5,042,971	$5,208,556	$5,344,295	$5,492,909	$5,640,145	$5,751,650	$5,830,872	$5,924,953	$6,018,155	$6,127,216	**$23,901,195**
Non-growth Capital Costs											
Rehabilitation / Improvement Projects	$17,278,000	$10,946,000	$9,402,000	$11,868,000	$11,946,000	$11,161,000	$10,705,000	$10,675,000	$10,580,000	$10,432,000	**$42,392,000**
User Rate Impact of DC Discounts											**$0**
Toronto / Peel Supply	$23,670,436	$25,090,662	$26,596,102	$28,191,868	$29,883,380	$31,676,383	$33,576,966	$35,591,584	$37,727,079	$39,990,704	**$146,886,332**
York Operations	$16,460,846	$17,448,497	$18,495,407	$19,605,131	$20,781,439	$22,028,325	$23,350,025	$24,751,026	$26,236,088	$27,810,253	**$102,147,391**
Total	$72,230,704	$68,477,325	$69,352,342	$74,646,122	$77,726,957	$79,621,699	$81,695,539	$83,134,812	$84,470,970	$85,902,360	**$335,203,681**
Gross Expenditure Rate	**$0.559**	**$0.513**	**$0.506**	**$0.530**	**$0.537**	**$0.540**	**$0.546**	**$0.547**	**$0.547**	**$0.547**	**$0.537**
Less: Contributions to Rate:											**10 Year Avg.**
Development Charge Contribution											**$0**
Other Recoveries/Grants											**$0**
Net Expenditures	$72,230,704	$68,477,325	$69,352,342	$74,646,122	$77,726,957	$79,621,699	$81,695,539	$83,134,812	$84,470,970	$85,902,360	**$335,203,681**
NET EXPENDITURE RATE	**$0.559**	**$0.513**	**$0.506**	**$0.530**	**$0.537**	**$0.540**	**$0.546**	**$0.547**	**$0.547**	**$0.547**	**$0.537**
Net Expenditure rate increase/(decrease)	**13.03%**	**(8.21%)**	**(1.29%)**	**4.72%**	**1.41%**	**0.45%**	**1.21%**	**0.15%**	**0.03%**	**(0.12%)**	**(0.49%)**
Contribution to (from) Reserve											**$0**
Total Expenditure Rate	**$0.559**	**$0.513**	**$0.506**	**$0.530**	**$0.538**	**$0.540**	**$0.546**	**$0.547**	**$0.547**	**$0.547**	**$0.537**

Wastewater Program –Operating Impact

2007 Sewer Program
Operating Analysis
2007 - 2016 Forecast

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	10 Year Total
FLOWS (m^3)											
Total	126,824,922	130,974,573	134,373,606	138,096,199	141,784,180	144,429,857	146,265,662	148,475,354	150,663,857	153,249,818	**598,654,690**
EXPENDITURES											
Existing Debt Payments	$49,239,179	$49,336,814	$48,215,452	$48,102,706	$47,438,630	$45,707,520	$39,767,920	$30,218,259	$22,041,437	$10,572,886	**$102,600,501**
Less: DC Contribution	($27,804,040)	($27,885,180)	($27,937,780)	($27,848,566)	($27,451,691)	($26,012,314)	($21,181,027)	($13,541,298)	($6,999,841)	$0	**($41,722,166)**
Duffin Creek Operations	$19,328,400	$19,328,400	$19,328,400	$19,328,400	$19,328,400	$19,328,400	$19,328,400	$19,328,400	$19,328,400	$20,488,104	**$78,473,304**
Capital Replacement ($0.11 per cubic metre	$13,950,741	$14,407,203	$14,781,097	$15,190,582	$15,596,260	$15,887,284	$16,089,223	$16,332,289	$16,573,024	$16,857,480	**$65,852,016**
Non-growth Capital Costs											
Rehabilitation / Improvement Projects	$37,086,639	$34,279,000	$16,186,000	$12,684,000	$12,665,000	$12,694,000	$12,704,000	$12,705,000	$12,704,000	$12,573,000	**$50,686,000**
User Rate Impact of DC Discounts											**$0**
York Operations	$14,780,004	$15,666,804	$16,606,812	$17,603,221	$18,659,415	$19,778,979	$20,965,718	$22,223,661	$23,557,081	$24,970,506	**$91,716,966**
Total	$106,580,924	$105,133,042	$87,179,982	$85,060,344	$86,236,013	$87,383,870	$87,674,234	$87,266,311	$87,204,101	$85,461,976	**$347,606,622**
Gross Expenditure Rate	**$0.8404**	**$0.8027**	**$0.6488**	**$0.6160**	**$0.6082**	**$0.6050**	**$0.5994**	**$0.5877**	**$0.5788**	**$0.5577**	**$0.6445**
Less Contributions to Rate:											**10 Year Avg.**
Development Charge Contribution-YDSS											**$0**
Rate/Capital Replacement Reserve											**$0**
Other Recoveries/Grants											**$0**
Net Expenditures	$106,580,924	$105,133,042	$87,179,982	$85,060,344	$86,236,013	$87,383,870	$87,674,234	$87,266,311	$87,204,101	$85,461,976	**$347,606,622**
NET EXPENDITURE RATE	**$0.8404**	**$0.8027**	**$0.6488**	**$0.6160**	**$0.6082**	**$0.6050**	**$0.5994**	**$0.5877**	**$0.5788**	**$0.5577**	**$0.6445**
% Annual Increase/(Decrease)	**7.06%**	**-4.48%**	**-19.17%**	**-5.06%**	**-1.25%**	**-0.53%**	**-0.93%**	**-1.95%**	**-1.52%**	**-3.65%**	

Transportation Program –Operating Impact

Roads

ROADS TOTAL

NET OPERATING IMPACT ON NEW CAPITAL PROJECTS

Operating Costs	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Total to 2016
Salaries and Benefits	0	34	34	34	34	34	45	45	45	45	350
Debt Repayment	38	1,132	8,967	9,201	11,795	9,201	11,795	9,201	11,795	9,201	82,326
Repairs and Maintenance	313	635	1,031	1,322	1,585	1,969	2,485	2,955	3,368	3,634	19,297
Other: Specify	0	0	0	0	0	0	0	0	0	0	0
Other: Specify	0	0	0	0	0	0	0	0	0	0	0
TOTAL GROSS COST	**351**	**1,801**	**10,032**	**10,557**	**13,414**	**11,204**	**14,325**	**12,201**	**15,208**	**12,880**	**101,973**
Less Savings: Specify	0	0	0	0	0	0	0	0	0	0	0
Less DC on Debt	31	905	7,172	7,361	9,436	7,361	9,436	7,361	9,436	7,361	65,860
Less Savings: Specify	0	0	0	0	0	0	0	0	0	0	0
TOTAL NET COST (TAX LEVY)	**320**	**896**	**2,860**	**3,196**	**3,978**	**3,843**	**4,889**	**4,840**	**5,772**	**5,519**	**36,113**

Operating Impact includes both growth and non-growth projects.

Transit

RAPID TRANSIT

NET OPERATING IMPACT ON NEW CAPITAL PROJECTS

Operating Costs	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Total to 2016
Salaries and Benefits	0	0	0	0	0	0	0	0	0	0	0
Debt Repayment	0	7,629	14,410	31,594	44,629	56,503	66,906	77,934	88,741	96,538	484,884
Repairs and Maintenance	0	0	0	0	0	0	0				
Rapid Transit operation cost	0	1,020	1,020	1,683	10,285	10,110	15,488	15,350	24,162	25,053	104,171
Other: Specify	0	0	0	0	0	0	0	0	0	0	0
TOTAL GROSS COST	**0**	**8,649**	**15,430**	**33,277**	**54,914**	**66,613**	**82,394**	**93,284**	**112,903**	**121,591**	**589,055**
Less Revenue	0	408	408	3,995	10,152	10,469	17,752	18,769	27,864	29,899	119,716
Less Savings: Specify	0	0	0	0	0	0	0	0	0	0	0
Less DC on Debt	0	1,526	2,882	6,319	8,926	11,301	13,381	15,586	17,748	19,308	96,977
TOTAL NET COST (TAX LEVY)	**0**	**6,716**	**12,140**	**22,963**	**35,836**	**44,843**	**51,261**	**58,928**	**67,291**	**72,384**	**372,362**

Operating Impact includes both growth and non-growth projects.

YR TRANSIT

NET OPERATING IMPACT ON NEW CAPITAL PROJECTS

Operating Costs	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Total to 2016
Salaries and Benefits	0	0	0	0	0	0	0	0	0	0	0
Debt Repayment	309	4,648	12,855	20,293	26,909	27,584	28,130	28,755	29,187	29,470	208,139
Contract Costs	1,474	7,014	14,551	21,050	25,350	28,732	32,179	35,997	40,016	44,301	250,663
Other: Specify											0
Other: Specify											0
TOTAL GROSS COST	**1,783**	**11,661**	**27,406**	**41,344**	**52,259**	**56,316**	**60,309**	**64,752**	**69,203**	**73,770**	**458,802**
Less Revenue	350	1,668	3,469	5,037	6,055	6,856	7,690	8,591	9,542	10,559	59,816
Less Savings: Specify											0
Less DC on Debt											0
TOTAL NET COST (TAX LEVY)	**1,433**	**9,993**	**23,937**	**36,307**	**46,204**	**49,460**	**52,619**	**56,162**	**59,661**	**63,211**	**398,986**

Operating Impact includes both growth and non-growth projects.

SUBWAY

NET OPERATING IMPACT ON NEW CAPITAL PROJECTS

Operating Costs	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Total to 2016
Salaries and Benefits	0	0	0	0	0	0	0	0	0	0	0
Debt Repayment	0	2,900	5,444	8,446	20,197	31,290	39,600	44,598	43,520	42,146	238,141
Estimated Operating Costs	0	0	0	0	0	0	0	11	11	11	32
Other: Specify		0	0	0	0	0	0	0	0	0	0
Other: Specify	0	0	0	0	0	0	0	0	0	0	0
TOTAL GROSS COST	**0**	**2,900**	**5,444**	**8,446**	**20,197**	**31,290**	**39,600**	**44,609**	**43,531**	**42,157**	**238,173**
Less Revenue		0	0	0	0	0	0	0	0	0	0
Less Savings: Specify	0	0	0	0	0	0	0	0	0	0	0
Less DC on Debt	0	580	1,089	1,689	4,039	6,258	7,920	8,920	8,704	8,429	47,628
TOTAL NET COST (TAX LEVY)	**0**	**2,320**	**4,355**	**6,757**	**16,158**	**25,032**	**31,680**	**35,689**	**34,827**	**33,728**	**190,545**

Operating Impact includes both growth and non-growth projects.

B. Development Charge Reports to Council

1. May 11, 2006 Report to F&A Committee.
2. June 8, 2006 Report to F&A Committee.

B1. May 11, 2006 Report to F&A Committee.

2
2006 DEVELOPMENT CHARGE BY-LAW REVIEW

The following report, April 7, 2006, from the Commissioner of Finance, is submitted to Council without a committee recommendation:

1. RECOMMENDATIONS

It is recommended that:

1. Staff be directed to proceed with the comprehensive review of the Development Charge ("DC") By-law, including holding at least one public meeting as required under the Development Charges Act, 1997, based on the schedule outlined in this report.

2. Staff be authorized to prepare a proposal and justification to phase out or reduce the discount on the non-residential DC rates for review, as part of the DC By-law update process.

3. Staff be authorized to retain the firms of C. N. Watson and Associates as DC technical advisors, and McCarthy Tetrault as legal advisors, at a total cost not to exceed $75,000, to be funded from the DC reserve for growth-related studies.

2. PURPOSE

The purpose of this report is to update Council on the proposed comprehensive Development Charge ("DC") By-law review process and timetable. The report also seeks authorization to retain consulting and legal firms to provide specific input and advice to the DC By-law review process.

3. BACKGROUND

On May 22, 2003, Regional Council approved a revised DC By-law, to be effective for a four year term from June 22, 2003 to June 22, 2007. In accordance with the DC Act, 1997, anyone opposed to the DC By-law had until July 2, 2003 to file an appeal to the OMB. Four appeals were filed in opposition of the Region's DC By-law, of which three have been successfully resolved. One appeal pertaining to high rise residential development remains outstanding.

On June 22, 2005, Regional Council adopted an amendment to the 2003 DC By-law, which incorporated significant cost increases associated with some key water and wastewater projects. These cost increases were the result of changes due to Provincial requirements for increased environmental mitigation, financing costs associated with accelerated capital plans, and significant cost increases being experienced in the construction industry. Two appeals were filed in opposition of the amendment. One appeal has been resolved, and one appeal regarding high rise residential development remains outstanding.

As part of the 2006 DC By-law review, some key issues that could impact the DC calculation require further examination. They include:

- Population/employment projections
- Capital cost updates
- Discounting of the non-residential DC rate
- Transit DC calculation
- Centres and Corridors financial review
- DC calculation assumptions/methodologies

These issues are discussed in more detail in the following section.

4. ANALYSIS AND OPTIONS

4.1 Population and Employment Projections

In determining a development charge that may be imposed under the DC Act, the DC Background Study must use approved population and employment projections. The current DC By-law uses projections included in the Regional Official Plan to the year 2026, which have been approved by Regional Council. The Province has recently issued its population and employment projections to the year 2031, which are higher than the Region's current projections. Although these figures have been endorsed by the Province, the Region has not approved or adopted the revised Provincial figures. In order to complete the background study, a determination of which forecasts are the most defensible if challenged through an appeal of the DC By-law must be undertaken. Once this is done, a detailed forecast must be completed and incorporated into the study.

4.2 Capital Cost Updates

Approximately 90% of the costs included in the current DC By-law pertain to roads, water, sewer and transit infrastructure. These costs were based on completed master plan reviews approved by Regional Council. Since the completion of these master plans, the Region's capital program has experienced significant cost pressures that have not been captured in the DC By-law. The Region has commenced updates to the master plans, however, they are not scheduled to be completed until late 2007/early 2008, past the expiry date of the current DC By-law. In lieu of the completed master plan results, Regional staff is in the process of providing updated cost estimates required to complete the DC background study.

4.3 Non-residential DC Rate Discounting

The current non-residential development charge is split into two categories: retail development and industrial/office/institutional ("non-retail") development. The average full cost recovery development charge rate for non-residential development is $8.20 per square foot of gross floor area (in 2003 dollars). As an economic incentive to development, in 2003 Council reduced the non-residential charge, with retail development being charged at $3.85 per square foot, and non-retail development being charged at $2.75 per square foot. These rates would be increased annually throughout the term of the by-law, but would not reach the full cost recovery rates. In accordance with the DC Act, the revenue shortfall resulting from these reduced rates must be recovered through non-DC sources, i.e. tax levy and user rates. As a result, a project that would normally be eligible for 100% funding from DC would only receive approximately 80% funding from DC; the balance would be funded from tax levy or user rates.

The 2006 ten year capital plans estimate that an average of approximately $17 million per year will be required from the Regional tax levy to fund the shortfall of roads DCs resulting from the non-residential DC rate discount. Similarly, an average of approximately $30 million per year will be required from water and sewer user rates to fund the DC rate discount.

DC Discount ($M)									
	Historical				**Forecast**				
	2003	**2004**	**2005**	**Sub-Total**	**2006**	**2007**	**2008**	**2009**	**Total**
Roads	$17.6	$23.6	$24.4	$65.6	$19.8	$21.3	$20.8	$23.1	**$150.6**
Water	$4.9	$6.1	$13.8	$24.8	$21.6	$23.5	$23.0	$20.1	**$113.0**
Sewer	$13.2	$3.4	$5.3	$21.9	$18.2	$32.8	$16.2	$16.8	**$105.9**
Total	**$35.7**	**$33.1**	**$43.5**	**$112.3**	**$59.6**	**$77.6**	**$60.0**	**$60.0**	**$369.5**

This table illustrates the pressures on the tax levy and user rates to support the DC discount currently in effect for Roads, Water and Sewer programs. A total of $112.3 million over the last 3 years was required to support the cost of growth in these services. This is an average annual input of $37 million for growth not being self sufficient. 2006-2009 forecasts reflect higher costs if the discount remains without any consideration to reduction or phase-out.

As these discounts place a significant pressure on the Regional tax levy and user rate requirements, it is recommended that staff review the impact of the non-residential discount on promoting development within York Region, and to propose options to phase out or reduce the DC discount to reduce the resulting increases on property taxes and utility rates that continued discounting will require.

4.4 Transit DC Calculation

The ten year transit capital program included in the 2003 DC By-law review totalled $2.2 billion, with approximately two-thirds of the cost assumed to be recovered from senior levels of government. The Development Charges Act, 1997 states that costs eligible to be recovered from DC must be calculated using a service level based on the average of the previous ten years. This penalizes municipalities like York Region that are introducing new services, as there is a minimal historic service level, which results in a smaller component of future costs that can be recovered from DC. As well, transit services under the DC Act are treated differently from roads in two significant ways. First, unlike road capital expenditures, a mandatory 10% reduction in costs eligible for recovery from development charges must be applied to transit capital expenditures. Second, although municipalities plan roads and transit services as an integrated transportation system, a separate calculation of historical service levels must be undertaken for transit services. This further reduces the total transit capital expenditures eligible for recovery from DC.

Based on average historical service levels as prescribed by the Development Charges Act, 1997, approximately 5% of the Region's $796 million share of total capital costs included in the 2003 DC by-law would be eligible for recovery from development charges at the beginning of the ten year period, increasing to 33% by the end of the ten year period. The single family dwelling DC rate for transit calculated under the development charge legislation would be less than $400 per unit.

During the 2003 DC By-law review process, numerous discussions with key development stakeholders were held. As a result of the review process, instead of using the historical ten year average service level standard for determining DC rates, the transit DC rate has been calculated using a projected ten year average service level standard based on year 2012, which assumes all works included in the Region's ten year capital plan have been completed. The DC By-law also included a phase-in of the transit component of the DC rate from $775 to $1,945 per single family dwelling (SFD), to reach a 25% cost recovery of the Region's net capital costs by the end of the four year term of the by-law. The amount of each step of the transit rate phase-in would be dependent upon the percentage of the annual budgeted transit expenditures spent.

Despite the consultation with stakeholders, the Region received an appeal of the by-law regarding the transit DC calculation. This appeal has since been resolved. The Region must now review the methodology for calculating the transit DC rate as part of the 2006 DC by-law process. The Region has also requested the Province to amend the current DC legislation to ensure the costs of growth as it relates to transit services are borne by the development creating the need for these costs. Discussions with provincial staff have indicated that a review of legislative changes will not be undertaken at this time. This results in additional pressures to York Region's tax levy and user rates. Until the Province enacts changes to the DC Act regarding transit (and GO Transit) services, the Region will continue to bear the majority of the growth-related costs of providing transit, to a point where these costs become unsustainable for the Region.

4.5 Centres and Corridors Financial Review

The Region's Centres and Corridors Strategy identified several potential financial initiatives that could be undertaken to promote development in Regional centres and corridors. These initiatives included the review of the current development charge structure. The firm of Hemson Consulting Ltd. has been retained to undertake a review of financial strategies and options for encouraging intensification in Regional centres and corridors. One area of focus of the study will be development charges, and the possible restructuring or differentiation of the current DC rates within centres and corridors. Preliminary findings from this review indicate that there may be a cost justification to examine a differentiated Regional development charge within centres and corridors, as opposed to other urban and greenfield development. This would require a change to the uniform Region-wide DC rate methodology, resulting in a lower charge within centres and corridors for certain services, and a higher charge outside of these areas. Staff will be reviewing the findings of the study and determining the impact on the Regional DC rate. This will be brought forward as part of the DC by-law review. It is recommended that C. N. Watson and Associates be retained to ensure any recommendations from this review meet the guidelines of the DC Act.

4.6 DC Calculation Methodology

During the 2003 DC by-law review process, the Region consulted extensively with key stakeholders regarding various DC rate calculation assumptions and methodologies. The Region did, however, receive appeals of the 2003 by-law and the 2005 amendment to the by-law based on methodologies used to calculate components of the Regional DC. The Region has agreed to consult with the stakeholders throughout the 2006 DC by-law review process regarding methodologies to be used. Some key issues to be discussed are outlined below.

4.6.1 Retail/Non-retail Cost Split

The non-residential DC rate is split into two categories: retail development and industrial/office/institutional ("non-retail") development. Non-residential capital costs are allocated to these categories based on an assessment of the consumption of each service by retail and non-retail uses. Since non-residential costs cannot be shifted to residential development, any shift in non-residential cost allocation must be borne by the other non-residential use (i.e. a reduction in non-retail costs must be absorbed by retail development). The Region was appealed on the cost allocation methodology used in the 2003 DC by-law. As part of the resolution of the appeal, staff has agreed to re-examine the methodology used, and consult with key stakeholders.

4.6.2 Excess Capacity

The DC Act states that capital costs to be recovered from development charges must be reduced by the costs associated with a municipality's excess capacity in that particular service. As some of the water and sewer infrastructure included in the Region's master plans have capacity to service population beyond the timeframe of the DC by-law forecast (25 years), a portion of these costs must be excluded from the current DC by-law, but can be recovered in future DC by-laws. Some development proponents have challenged the Region's methodology for calculating the cost of excess capacity. The Region has agreed to review this methodology with these proponents as part of the DC by-law review.

4.7 Proposed Timetable

Based on discussions with Regional staff regarding the completion of various key deliverables required for completion of the DC review, Attachment 1 outlines the proposed DC By-law review timetable, with a targeted date of February 2007 to enact a revised DC By-law.

Consistent with past practice, it is proposed that the Region retain the firm of C. N. Watson and Associates to provide technical and process assistance during the DC By-law review process, and the legal firm of McCarthy Tetrault to provide legal assistance and draft the DC By-law.

5. FINANCIAL IMPLICATIONS

Through the 2003 DC By-law review process, over $8 billion of growth-related capital infrastructure was identified as being required by the year 2026. Development charges are responsible for funding approximately 70% of these expenditures. Through the completion of various infrastructure master plans and other regional initiatives, new infrastructure requirements will be identified. As development charges are a key source of funding growth-related capital expenditures, the completion of the DC By-law review will ensure that the capital costs associated with growth occurring within the Region will be borne by development creating the need for these works.

The costs associated with the retention of consultants as outlined in this report, is estimated at $75,000. Funds from the DC reserve for growth-related studies have been included in the 2006 Business Plan and Budget for this purpose.

6. LOCAL MUNICIPAL IMPACT

The DC By-law revision will help ensure capital infrastructure is provided in a timely and financially responsible manner, which will facilitate the co-ordinated buildout of proposed developments within the area municipalities.

7. CONCLUSION

It is proposed that Regional staff be authorized to proceed with the review of the development charge by-law, including holding a statutory public meeting, in order to enact a revised DC by-law prior to its expiration in June 2007. It is also recommended that staff be authorized to retain consulting and legal support at a cost not to exceed $75,000, to be funded from the DC reserve for growth-related studies.

It is also recommended that staff review the impact of the non-residential discount on promoting development within York Region, and to propose options to phase out or reduce the DC discount to reduce the financial impact to the Region.

The Senior Management Group has reviewed this report.

(The attachment referred to in this clause is attached to this report.)

B2. June 8, 2006 Report to F&A Committee.

11
CENTRES AND CORRIDORS FINANCIAL STRATEGY

The Finance and Administration Committee recommends the adoption of the recommendations contained in the following report, May 17, 2006, from the Commissioner of Finance and the Commissioner of Planning and Development Services:

1. RECOMMENDATIONS

It is recommended that:

1. Staff consider the implications/recommendations outlined in the report prepared by Hemson Consulting entitled "*Centres and Corridors, Financial Strategy*" (see Attachment 1) as part of the Development Charge By-law review process including consultation with area municipalities and key stakeholders, and

2. A further report be brought forward to Committee and Council regarding the impact of an area specific regional development charge rate within Centres and Corridors.

2. PURPOSE

The purpose of the report is to summarize the key observations and findings from the Centres and Corridors Financial Strategy Report prepared by Hemson Consulting.

Secondly, the report seeks authorization for Regional staff to review the implications and recommendations of the Centres and Corridor Study through the Development Charge By-law process.

3. BACKGROUND

Focusing growth and infrastructure investment in Centres and Corridors has been a key goal of the Regional Official Plan since its adoption in 1994. This approach represents good planning and is central to the Region's Growth Management Strategy.

York Region has designated four regional Centres: Markham, Newmarket, Richmond Hill and the Vaughan Corporate Centre. These four centres are intended to be vibrant, higher density, mixed use precincts. In effect, they will be the Region's "downtown" and will facilitate the development of a strong sense of community. The four regional centres are intended to contain the highest densities in order to support rapid transit services and provide a broad mix of uses that will serve the entire Region. Uses will include office buildings, higher density residential, community and public gathering places either in the form of parks or squares, as well as a wide variety of restaurants, shops, cultural, institutional, human service and administrative facilities.

3.1 Growth Management

To further facilitate the development of the regional Centres and Corridors, York Region Council adopted a York Region Centres and Corridors Strategy in June 2004. The Centres and Corridors Strategy is premised on four action areas:

- Planning policy
- Financial policy and tools
- Infrastructure investment
- Supportive programs

A number of significant steps have been taken towards the implementation of the Centres and Corridors Strategy. Some of the key initiatives include:

- The York Region Rapid Transit Plan (YRTP)
- The creation of the Region’s Rapid Transit system “VIVA”, that became operational in September 2005
- The adoption of Regional Official Plan Amendment 43 (ROPA 43) that strengthened the policy framework for the development of Centres and Corridors
- The completion of secondary plans for the centres of Markham, Richmond Hill and Vaughan
- The completion of the York Region Transportation Master Plan and the Housing Supply Strategy
- The completion of a seven lane road study
- The preparation of Transit Oriented Development (TOD) guidelines that will be presented to Council in June 2006
- The Highway 7 Vision work
- The Vaughan Highway 7 Land Use Study
- The construction of a number of higher density mixed use buildings in and adjacent to several Regional Centres in Markham, Vaughan, Richmond Hill and Newmarket

York Region’s Official Plan calls for the creation of compact well designed communities in order to protect our agricultural lands, rural countryside and green spaces like the Oak Ridges Moraine. In order to protect these areas, the Region needs to direct a significant portion of our future growth to existing urban areas. A key part of this strategy is the creation of viable regional centres linked by rapid transit in regional corridors.

York Region is at a critical juncture in its transformation from a suburban community to more urban environment. To date there has been some progress in building the regional centres and substantial corridor development has yet to materialize. Changes to the urban structure and attaining the type and intensity of built form and compact residential and employment development requires a comprehensive package of planning policy, financial policy and tools, infrastructure investment and supportive programs to be put in place.

3.2 York Region Financial Initiatives

York Region has a history of ensuring that growth and development are financed in a fiscally responsible manner, and has a number of leading edge financial growth management initiatives in place. Initiatives such as the Development Charges Financial Forecast, Long Term Water and Sewer Plans, the Master Transportation Plan, the 10 year prioritised Capital Works Plan and the required fiscal analysis of all new development are the cornerstones of this approach.

Financial policies and tools for infrastructure and service provision are key tools in building sustainable communities. The co-ordination of financial tools with land use objectives is key. Municipal financial tools can be used to encourage the private sector to build compact development within centres and corridors. York Region has already undertaken a number of policy enhancements to municipal financial tools that support the achievement of the planned urban structure including:

- √ Creating a “New Multi-Residential” property tax class and setting the rate at par with the residential/farm property class.
- √ Moving existing Multi-Residential property class ratio to 1.0.
- √ Providing conditional grants, equivalent to the assessed development charge to non-profit organizations providing affordable housing.
- √ Offering deferment of development charges for 18 months on condominium projects.

Further work needs to be done before the full vision for Centres and Corridors can be realized. In this regard, York Region Council authorized staff to undertake a study to assess potential financial strategies and options to facilitate development within the Regional Centres and Corridors. Staff will continue to review other financial tools to encourage development in centres and corridors, as identified in the report submitted to Finance Committee on September 19, 2002 – Update on Fiscal Policy and Growth Management in York Region.

4. ANALYSIS AND OPTIONS

4.1 Study Methodology

Hemson Consulting was hired in 2005 to:

> *Assess financial strategies, including residential and non-residential development charge options and tax based strategies to support and enhance development in regional Centres and Corridors and determine the impact of these strategies on the balance of the Region.*

The focus of the financial review was to identify those elements of Regional Capital infrastructure and costs that could potentially vary according to the location and density of future development. The analysis was based on two growth scenarios - a 20% intensification rate and a 40% intensification rate. The 20% scenario is based on a development pattern in which approximately 20% of the Region's population and employment growth would be located within Centres and Corridors. The second scenario incorporates the effects of a 40% intensification assumption, a level that is consistent with the policies in the Provincial Proposed Growth Plan.

The analysis considered both capital and operating costs at the regional level.

Analysis was prepared of transportation (transit and roads) costs per capita for centers and corridors and other areas in the Region. Similarly, an assessment of capital costs implications for the regional water and sewer systems of development in the Centres and Corridors as compared to other areas in the Region was undertaken. The purpose of these analyses was to determine whether there is any justification for differential charges between areas.

The analysis on operating costs was based on discussions with representatives from each regional department and focussed on potential differences in service requirements and differences in the costs and revenues per unit of services.

4.2 Capital Cost Review

The objective of the capital cost review was to identify those elements of regional infrastructure that could potentially vary according to location and density of future development. Transit, roads, water and wastewater were analyzed along with other Regional infrastructure.

The study concluded that Centres and Corridors provide potential savings in transportation costs (roads and transit) in Centres and Corridors as compared to development elsewhere in the Region. The report indicates that there is a potential cost savings of approximately 24% to 33% in Centres and Corridors for the transportation component of the Region's capital plan versus greenfield development. It should be noted that in the analysis of transportation costs it was assumed that the total costs of the Region's rapid transit capital infrastructure would be two thirds financed by senior levels of government. If this does not materialize, the cost savings potential would be significantly reduced.

When the potential water and wastewater capital cost savings were analyzed, it was determined that the cost savings were minimal due to the configuration and location of the Regional infrastructure. For example, wastewater collection of sewage flows for a significant population located in the northern municipalities occurs along the Yonge Street pipe and east and west sewage servicing along the Highway 7 corridor pipe. For water, the Region provides water that is integrated with the area municipal water systems in Vaughan, Markham, Richmond Hill and Aurora again through the Yonge Street and Highway 7 corridor. This infrastructure provides services to a large population, which is then distributed to various locations/developments through local/area municipal infrastructure. Therefore, location of development does not affect the costs of providing additional wastewater and water infrastructure at the Regional level.

However, it was concluded that there was potential to realize additional cost savings for wastewater and water infrastructure at the area municipal level for Centres and Corridors. This should be explored further with area municipalities in order to provide additional cost savings for those developments that occur in the Centres and Corridors as opposed to urban and rural areas within the Region.

4.3 Operating Costs Review

A service by service evaluation to identify where there would be net operating cost differences between Centres and Corridors and other areas in the Region was undertaken. The analysis focussed on potential differences in service requirements and differences in the costs and revenues per unit of the services.

The most significant budget items in the region are Police, GTA pooling, Transportation and Works, Transit and Community Services and Housing. The study found that the services most susceptible to costs savings are roads and waste management although potential cost savings are not significant. Balanced against this are other services where there could be increased costs for Centres and Corridors. (i.e. Police services). The overall net budget implication of combined potential savings and added costs would require a more detailed analysis.

4.4 Key Observations

The potential capital and operating costs differences between Centres and Corridors and other parts of the Region were assessed on a service by service basis. Key findings include the following:

- For capital costs, the most significant difference is for roads and transit.
- For water and wastewater and other services with large capital costs there are only marginal differences.
- On the operating side, there are potential cost savings in roads and operating costs and smaller savings in waste management operating costs. The quantum of the savings is not clear however are not significant.
- Some operating services could potentially include higher net operating costs for development in Centres and Corridors.
- The difference in transportation capital costs could potentially justify lower regional development charge rates for new development in Centres and Corridors.

4.5 Development Charge By-law Review

The Centres and Corridors report outlines the cost differentials between various components of Regional infrastructure. The report has calculated potential cost savings for the transportation component of the Regional DC of approximately 24% to 33% in Centres and Corridors compared to other areas within the Region. However, due to requirements of the Development Charges Act, those cost savings do not necessarily mean that the transportation component (i.e. roads and transit) can be reduced by the same amount. Regional staff must examine the potential cost savings in accordance with the DC Act to determine impact of differentiated DC rates. For example, the DC Act legislation limits the amount of Transit capital costs recoverable from DC due to the use of historical service level standards. In accordance with the current legislation the Region would be eligible to recover less than 10% of the growth related capital costs from development charges. The Region has requested changes to the Provincial Legislation to enable the Region to recover a greater portion of transit growth related costs through development charges.

The York Region Development Charge By-law will expire in June 2007. Region staff have initiated the process to update the Development Charge (DC) By-law. As part of the DC By-law review process, it is recommended that Regional staff review the recommendations of the Centres and Corridors, Financial Strategy Report and assess the potential of creating a differentiated Regional DC between Urban and Rural areas and Centres and Corridors. During the review, it is recommended that input be received from key stakeholders (including area municipalities) regarding the potential for differentiating DC rates.

It is anticipated that a revised DC By-law will be presented for Regional Council approval in February 2007. In order for this to occur it is recommended that consultation with area municipalities and the key stakeholders occur early in the process. This will allow all parties involved in the process to analyze the impacts of any proposed DC policy change that may occur in specific areas of the Region.

5. FINANCIAL IMPLICATIONS

Currently, the Region of York collects DC's on a uniform basis, it does not differentiate between location and/or cost within the Region. A differentiated DC rate is a departure from the current Region wide DC collection process and therefore, would require policy change. The potential impact of a differentiated charge on the DC rates and collections may be determined as part of the proposed review. It is important to note that a differentiated DC rate will not significantly increase the amount of funding collected from DC. Financial support from senior levels of government is required to ensure the costs of providing transit services are sustainable.

6. LOCAL MUNICIPAL IMPACT

If a change in the Regional DC helps to encourage development, the area municipalities will experience greater intensification in the Centres and Corridors. This in turn will benefit transit services for these areas. The City of Vaughan, Town Richmond Hill, Town of Markham and the Town of Newmarket will be affected the most due to the location of the Centres and Corridors. If the area municipalities reviewed the potential for an area specific DC, it could also help encourage development within Centres and Corridors.

7. CONCLUSION

Hemson Consulting was retained to conduct a study on financial strategies that could help support development in the Region's Centres and Corridors. The purpose of the study was to assess the potential of strategies that are based on identifiable cost differences between Centres and Corridors and other areas in the Region.

In terms of capital costs, the analysis indicated that there are potential net cost differences for transportation services (roads and transit) within a range of 24% to 33%. There are marginal differences in regional water and wastewater services costs. This could potentially justify lower development charges in Centres and Corridors, with corresponding higher charges for greenfield development.

As for operating costs, there are some small operating cost savings for roads and waste management; however, this could potentially be offset by increased costs for other services. The quantum of the operating cost savings is not clear and would require further examination.

York Region has undertaken a number of policy enhancement tools that support the community building policies in the Regional Official Plan. The completion of the Centres and Corridors study is another key component in this process. Staff will continue to explore financial tools to encourage compact development in Centres and Corridors.

It is proposed that Regional staff consider the recommendation presented in the Centres and Corridors Study in conjunction with the DC By-law update process. Based on the DC policy changes proposed, it is recommended that staff consult with key stakeholders in the development industry and the area municipalities regarding differentiated rates at the Regional and local levels. It is anticipated that the DC By-law up-date will be submitted for Regional Council approval in February 2007.

The Senior Management Group has reviewed this report.

(The attachment referred to in this clause was included in the agenda for the June 8, 2006 Committee meeting.)

C. DRAFT Development Charge By-law

DRAFT BY-LAW

A by-law for the imposition of development charges

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

AND WHEREAS a development charge background study has been completed in support of the imposition of development charges;

AND WHEREAS the Council of The Regional Municipality of York has given notice and held a public meeting on the 5th day of April, 2007 in accordance with the Act.

Now therefore, the Council of The Regional Municipality of York HEREBY ENACTS as follows:

1.0 **DEFINITIONS**

1.1 In this by-law,

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

“agricultural use” means lands, buildings or structures, excluding any portion thereof used as a dwelling unit, used or designed or intended for use for the purpose of a *bona fide* farming operation including, but not limited to, animal husbandry, dairying, livestock, fallow, field crops, removal of sod, forestry, fruit farming, horticulture, market gardening, pasturage, poultry keeping, equestrian facilities and any other activities customarily carried on in the field of agriculture;

“apartment” means a dwelling unit in an apartment building or a plex;

“apartment building” means a residential building or the residential portion of a mixed use building, other than a townhouse or a stacked townhouse, consisting of more than 3 dwelling units, which dwelling units have a common entrance to grade;

“area municipality” means a city, town or township in the Region;

“banquet hall” means a building or part of a building used primarily for the purpose of catering to banquets, weddings, receptions or similar social functions for which food and beverages are served;

"bedroom" means any room used, or designed or intended for use, as sleeping quarters and includes a den, study or other similar area;

"community use" means a facility traditionally provided by a municipality which serves a municipal purpose and shall include a community centre, library/research facility, recreation facility and a shelter;

"convention centre" means a building with a gross floor area greater than 40,000 square feet which is designed and used primarily to accommodate the following:

(i) the assembly of large gatherings of persons for trade, business or educational purposes, or any combination thereof;

(ii) the display of products or services;

(iii) accessory uses may include administrative offices, display areas, show-rooms, training facilities and banquet facilities, but does not include a banquet hall;"

"development" includes redevelopment;

"development charges" means charges imposed pursuant to this by-law adjusted in accordance with Section 5;

"duplex" means a building comprising, by horizontal division, two dwelling units, each of which has a separate entrance to grade;

"dwelling unit" means a room or suite of rooms used, or designed or intended for use by one person or persons living together, in which culinary and sanitary facilities are provided for the exclusive use of such person or persons;

"funeral home" means a building with facilities for the preparation of dead persons for burial or cremation, for the viewing of the body and for funeral services;

"general services" means services in regard to police, emergency medical services, health, long term care, public works, transit infrastructure, and capital growth studies;"

"gross floor area" means, in the case of a non-residential building or structure or the non-residential portion of a mixed-use building or structure, the aggregate of the areas of each floor, whether above or below grade, measured between the exterior faces of the exterior walls of the building or structure or from the centre line of a common wall separating a non-residential and a residential use, excluding, in the case of a building or structure containing an atrium, the sum of the areas of the atrium at the level of each floor surrounding the atrium above the floor level of the atrium, and excluding, in the case of a building containing parking spaces, the sum of the areas of each floor used, or designed or intended for use for the parking of motor vehicles unless the parking of motor vehicles is the principal use of the building or structure, and, for the purposes of this definition, the non-residential portion of a mixed-use building is deemed to include one-half of any area common to the residential and non-residential portions of such mixed-use building or structure;

"group home" means a residential building or the residential portion of a mixed-use building containing a single housekeeping unit supervised on a 24 hour a day basis on site by agency staff on a shift rotation basis, funded wholly or in part by any government and licensed, approved or supervised by the Province of Ontario under any general or special act, for the accommodation of not less than 3 and not more than 8 residents, exclusive of staff;

"hard services" means water supply services, sanitary sewer services and road services;

"heritage property" means a building or structure which, in the opinion of the local architectural conservation advisory committee is of historic or architectural value or interest, or which has been so designated under the *Ontario Heritage Act*;

"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 lands, buildings or structures used or designed or intended for use by an organized body, society or religious group for promoting a public or non-profit purpose and shall include, but without limiting the generality of the foregoing, places of worship, medical clinics and special care facilities;

"industrial/office/institutional" means lands, buildings or structures used or designed or intended for use for any of an industrial use, office use or institutional use and shall include a convention centre and any other non-residential use which is not a retail use;"

"local board" means a local board as defined in *the Act*;

"multiple unit dwellings" includes townhouses, stacked townhouses, mobile homes, group homes and all other residential uses that are not included in the definition of "apartment building", "apartment", "single detached dwelling" or "semi-detached dwelling;

"mixed-use" means land, buildings or structures used, or designed or intended for use, for a combination of non-residential and residential uses;

"mobile home" means any dwelling that is designed to be made mobile, and constructed or manufactured to provide a permanent residence for one or more persons, but does not include a travel trailer or tent trailer;

"non-profit" means a corporation without share capital that has objects of a charitable nature;

"non-residential use" means lands, buildings or structures or portions thereof used, or designed or intended for use for other than residential use;

"office" means lands, buildings or structures used or designed or intended for use for the practice of a profession, the carrying on of a business or occupation or the conduct of a non-profit organization and shall include but not be limited to the office of a physician, lawyer, dentist, architect, engineer, accountant, real estate or insurance agency, veterinarian, surveyor, appraiser, financial institution, contractor, builder, land developer;

"place of worship" means a building or structure that is used primarily for worship;

"plex" means a duplex, a semi-detached duplex, a triplex or a semi-detached triplex;

"private school" means an educational institution operated on a non-profit basis, excluding any dormitory or residence accessory to such private school, that is used primarily for the instruction of students in courses of study approved or authorized by the Minister of Education and Training;

"Region" means The Regional Municipality of York;

"Regional Council" means the Council of The Regional Municipality of York;

"region-wide charges" means the development charges imposed with respect to the following services:

(i) police;
(ii) emergency medical services;
(iii) health;
(iv) long term care;
(v) public works;
(vi) transit infrastructure;
(vii) roads; and
(viii) capital growth studies;

"residential use" means lands, buildings or structures used, or designed or intended for use as a residence for one or more individuals, and shall include, but is not limited to, a single detached dwelling, a semi-detached dwelling, a townhouse, a stacked townhouse, a plex, an apartment building, a group home, a mobile home and a residential dwelling unit accessory to a non-residential use but shall not include a lodging house licensed by a municipality;

"retail" means lands, buildings or structures used or designed or intended for use for the sale or rental or offer for sale or rental of goods or services to the general public for consumption or use and shall include, but not be limited to, a banquet hall, a funeral home or a self storage building, but shall exclude offices;

"self storage building" means a building or part of a building consisting of individual storage units, which are accessible by the users, that are used to provide storage space to the public;

"semi-detached duplex" means one of a pair of attached duplexes, each duplex divided vertically from the other by a party wall;

"semi-detached dwelling" means a building divided vertically into and comprising 2 dwelling units;

"semi-detached triplex" means one of a pair of triplexes divided vertically one from the other by a party wall;

"serviced" for the purposes of section 3 means the particular service is connected to or available to be connected to the lands, buildings or structures, or, as a result of the development, will be connected to or will be available to be connected to the lands, buildings or structures;

"services" means services designated in section 2.1 of this by-law;

"shelter" means a building in which supervised short-term emergency shelter and associated support services are provided to individuals who are fleeing situations of physical, financial, emotional or psychological abuse;

"single detached dwelling" and "single detached" means a residential building consisting of one dwelling unit that is not attached to another structure above grade. For greater certainty, a residential building consisting of one dwelling unit that is attached to another structure by footings only shall be considered a single family dwelling for purposes of this by-law;

"special care facilities" means lands, buildings or structures used or designed or intended for use for the purpose of providing residential accommodation, supervision, nursing care or medical treatment, which do not comprise dwelling units, that are licensed, approved or supervised under any special or general Act.

"stacked townhouse" means a building, other than a plex, townhouse or apartment building, containing at least 3 dwelling units, each dwelling unit being separated from the other vertically and/or horizontally and each dwelling unit having an entrance to grade shared with no more than 3 other units;

"townhouse" means a building, other than a plex, stacked townhouse or apartment building, containing at least 3 dwelling units, each dwelling unit separated vertically from the other by a party wall and each dwelling unit having a separate entrance to grade;

"triplex" means a building comprising 3 dwelling units, each of which has a separate entrance to grade;

"uniform charges" means the development charges imposed with respect to the following services:

(i) water supply; and
(ii) sanitary sewer;

2.0 **DESIGNATION OF SERVICES**

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

(a) police;
(b) emergency medical services;
(c) health;
(d) long term care;
(e) public works;
(f) transit infrastructure;
(g) roads;
(h) capital growth studies;
(i) water supply; and
(j) sanitary sewer.

2.2 The components of the services designated in subsection 2.1 are described on Schedule A.

3.0 **APPLICATION OF BY-LAW - RULES**

3.1 Development charges shall be payable in the amounts set out in subsections 3.6, 3.9 and 3.10 of this by-law where:

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

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

Area to Which By-law Applies

3.2 Subject to subsection 3.3, this by-law applies to all lands in the geographic area of the Region.

3.3 This by-law shall not apply to lands that are owned by and used for the purposes of:

(a) the Region or a local board thereof;

(b) a board as defined in section 1(1) of the *Education Act*;

(c) an area municipality or a local board thereof.

Approvals for Development

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

(i) the passing of a zoning by-law or of an amendment to a zoning by-law under section 34 of the *Planning Act*;

(ii) the approval of a minor variance under section 45 of the *Planning Act*;

(iii) a conveyance of land to which a by-law passed under subsection 50(7) of the *Planning Act* applies;

(iv) the approval of a plan of subdivision under section 51 of the *Planning Act*;

(v) a consent under section 53 of the *Planning Act*;

(vi) the approval of a description under section 50 of the *Condominium Act*; or

(vii) the issuing of a permit under the *Building Code Act, 1992* in relation to a building or structure.

(b) No more than one development charge for each service designated in subsection 2.1 shall be imposed upon any lands, buildings or structures to which this by-law applies even though two or more of the actions described in subsection 3.4(a) are required before the lands, buildings or structures can be developed.

(c) Despite subsection 3.4(b), if two or more of the actions described in subsection

3.4(a) occur at different times, additional development charges shall be imposed if the subsequent action has the effect of increasing the need for services.

Exemptions

3.5.1 Notwithstanding the provisions of this by-law, but subject to subsection 3.5.2, development charges shall not be imposed with respect to:

(a) the relocation of a heritage house;

(b) a building or structure used for a community use owned by a non-profit corporation;

(c) land owned by and used for the purposes of a private school that is exempt from taxation under the *Assessment Act*;

(d) lands, buildings or structures used or to be used for the purposes of a cemetery or burial ground exempt from taxation under the *Assessment Act*;

(e) non-residential uses permitted pursuant to section 39 of the *Planning Act*;

(f) the issuance of a building permit not resulting in the creation of additional non-residential gross floor area;

(g) agricultural uses;

(h) development creating or adding an accessory use or structure not exceeding 100 square metres of gross floor area;

(i) a public hospital receiving aid under the *Public Hospitals Act*.

3.5.2 The provisions of subsection 3.5.1 shall only apply to exempt a development described in paragraph (a), (b) or (c) thereof from the payment of development charges if the area municipality in which the development is to be located does not collect development charges with respect to that type of development.

Amount of Charge

Residential

3.6 The development charges described in Schedule B to this by-law 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 as follows:

(a) Region-wide Charges

(i) a development charge with respect to each of the general services according to the type of residential use;

(ii) a development charge with respect to road services according to the type of residential use;

(b) Uniform Charges

(i) where the lands, buildings or structures are serviced by regional water supply services, the development charge with respect to water supply services according to the type of residential use;

(ii) where the lands, buildings or structures are serviced by regional sanitary sewer services, the development charge with respect to sanitary sewer services according to the type of residential use;

3.7 Despite subsection 3.6(b),

(a) a development charge with respect to regional water supply services shall not be imposed against the lands shown on Schedule C;

(b) a development charge with respect to regional sanitary sewer services shall not be imposed against the lands shown on Schedule D;

(c) a development charge with respect to regional sanitary sewer services shall not be imposed against the lands shown on Schedule E.

Contingent Development Charges

3.8 Thirty days after the happening of an event described in Column 2 of Schedule G, the residential development charge under subsection 3.6 which corresponds to the service described in Column 1 of Schedule G shall be increased by the amounts shown in Columns 3, 4, 5 and 6 of Schedule G according to the type of residential unit.

Non-Residential

Industrial/Office/Institutional Uses

3.9 The development charges described in Schedule F to this by-law shall be imposed on industrial/office/institutional uses of lands, buildings or structures, and, in the case of a mixed use building or structure, on the industrial/office/institutional uses in the mixed use building or structure, and calculated as follows:

(a) Region-wide Charges

(i) a development charge with respect to each of the general services according to the gross floor area of the industrial/office/institutional use;

(ii) a development charge with respect to road services according to the gross floor area of the industrial/office/institutional use;

(b) Uniform Charges

(i) where the lands, buildings or structures are serviced by regional water supply services, the development charge with respect to water supply services according to the gross floor area of the industrial/office/institutional use;

(ii) where the lands, buildings or structures are serviced by regional sanitary sewer services, the development charge with respect to sanitary sewer services according to the gross floor area of the industrial/office/institutional use.

3.9.1 Despite subsection 3.9(b)(ii), a development charge with respect to regional sanitary sewer services shall not be imposed against the lands shown on Schedule E.

Retail Uses

3.10 The development charges described in Schedule F to this by-law shall be imposed on retail uses of lands, buildings or structures, and, in the case of a mixed use building or structure, on the retail uses in the mixed use building or structure, and calculated as follows:

(a) Region-wide Charges

(i) a development charge with respect to each of the general services according to the gross floor area of the retail use;

(ii) a development charge with respect to road services according to the gross floor area of the retail use;

(b) Uniform Charges

(i) where the lands, buildings or structures are serviced by regional water supply services, the development charge with respect to water supply services according to the gross floor area of the retail use;

(ii) where the lands, buildings or structures are serviced by regional sanitary sewer services, the development charge with respect to sanitary sewer services according to the gross floor area of the retail use.

3.10.1 Despite subsection 3.10(b)(ii), a development charge with respect to regional sanitary sewer services shall not be imposed against the lands shown on Schedule E.

3.11 The development charges described in Schedule F shall be adjusted annually in accordance with section 5 of this by-law to the date of payment.

Multiple Industrial/Office/Institutional and Retail Uses

3.12 In the case of lands, buildings or structures used or designed or intended for use for both industrial/office/institutional uses and retail uses, the development charges otherwise applicable to such development under both subsections 3.9 and 3.10 shall be determined on the following basis:

(a) as between the industrial/office/institutional uses and the retail uses, the principal use of the development shall be that use which has the greater gross floor area; and

(b) the development charges under either subsection 3.9 or 3.10 applicable to such principal use as determined under paragraph (a) shall be applied to the total non-residential gross floor area of the development.

Place of Worship

3.13 Despite subsection 3.9, development charges shall not be imposed in respect of the gross floor area of a place of worship to a maximum of 5,000 square feet (or 464.5 square metres) or in respect of that portion of the gross floor area of a place of worship which is used as an area for worship, whichever is greater.

Reduction of Development Charges Where Redevelopment

3.14 Despite any other provision of this by-law, where, as a result of the redevelopment of land, a building or structure existing on the land within 48 months prior to the date of payment of development charges in regard to such redevelopment was, or is to be demolished, in whole or in part, or converted from one principal use to another, 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 3.6 of this by-law 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 3.9, 3.10 or 3.12 of this by-law by the gross floor area that has been or will be demolished or converted to another principal use;

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

3.14.1 For the purposes of subsection 3.14, the onus is on the applicant to produce evidence to the satisfaction of the Region, acting reasonably, to establish the following:

(a) the number of dwelling units that have been or will be demolished or converted to another principal use; or

(b) the non-residential gross floor area that has been or will be demolished or converted to another principal; and

(c) in the case of a demolition, that the dwelling units and/or non-residential gross floor area were demolished within 48 months prior to the date of the payment of development charges in regard to the redevelopment.

Reduction of Development Charges Where Gross Floor Area is Increased

3.15 Despite any other provisions of this by-law, if a development includes the enlargement of the gross floor area of an industrial, office or institutional building, the amount of the development charge that is payable in respect of the enlargement shall be calculated as follows:

(a) If the gross floor area is enlarged by fifty percent or less, the amount of the development charge in respect of the enlargement is zero;

(b) If the gross floor area is enlarged by more than fifty percent the amount of the development charge in respect of the enlargement is the amount of the development charge that would otherwise be payable multiplied by the fraction determined as follows:

(i) determine the amount by which the enlargement exceeds fifty percent of the gross floor area before the enlargement; and

(ii) divide the amount determined under paragraph 1 by the amount of the enlargement.

Time of Payment of Development Charges

3.16 Development charges imposed under this section are payable on the date on which a building permit is issued with respect to each dwelling unit, building or structure.

3.16.1 If a use or development of land, buildings or structures does not require the issuance of a building permit but requires one or more of the actions listed in subsection 3.4(a)(i) to (vi) inclusive, a development charge shall be payable and shall be calculated and collected on the earliest of any of the actions listed in section 3.4(a)(i) to (vi) being required.

3.17 Despite subsection 3.16, development charges with respect to hard services imposed under subsection 3.6 with respect to an approval of a residential plan of subdivision under section 51 of the *Planning Act*, are payable immediately upon the owner entering into the subdivision agreement respecting such plan of subdivision, on the basis of the following:

(a) the proposed number and type of dwelling units in the final plan of subdivision; and

(b) with respect to blocks in the plan of subdivision intended for future development, the maximum number and type of dwelling units permitted under the zoning in effect at the time of payment.

3.18 For the purposes of paragraph (b) of subsection 3.17, where the use or uses to which a block in a plan of subdivision may be put pursuant to a zoning by-law passed under section 34 of the *Planning Act*, are affected by the use of a holding symbol in the zoning by-law as authorized by section 36 of the *Planning Act*, the maximum number and type of dwelling units shall be determined by reference to the uses in the zoning by-law without regard to the holding symbol.

3.19 For the purposes of subsections 3.17 and 3.18, where a subdivision agreement identifies the number and type of dwelling units proposed for the residential plan of subdivision, the number and type of dwelling units so identified shall be used to calculate the development charges payable under subsection 3.17.

3.20 Despite subsections 3.16 and 3.17, Regional 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.

3.21 (a) If, at the time of issuance of a building permit or permits in regard to a lot or block on a plan of subdivision for which payments have been made pursuant to section 3.17, the type of dwelling unit for which building permits are being issued is different from that used for the calculation and payment under section 3.17, and there has been no change in the zoning affecting such lot or block, and the development charges for the type of dwelling unit for which building permits are being issued were greater at the time that payments were made pursuant to section 3.17 than for the type of dwelling unit used to calculate the payment under section 3.17, an additional payment to the Region is required, which payment, in regard to such different unit types, shall be the difference between the development charges in respect to the type of dwelling unit for which building permits are being issued, calculated as at the date of issuance of the building permit or permits, and the development charges previously collected in regard thereto, adjusted in accordance with section 5.1 of this by-law.

(b) If, at the time of issuance of a building permit or permits in regard to a lot or block on a plan of subdivision for which payments have been made pursuant to section 3.17, the total number of dwelling units of a particular type for which building permits have been or are being issued is greater, on a cumulative basis, than that used for the calculation and payment under section 3.17, and there has been no change in the zoning affecting such lot or block, an additional payment to the Region is required, which payment shall be calculated on the basis of the number of additional dwelling units at the rate prevailing as at the date of issuance of the building permit or permits for such dwelling units.

(c) If, at the time of issuance of a building permit or permits in regard to a lot or block on a plan of subdivision for which payments have been made pursuant to section 3.17, the type of dwelling unit for which building permits are being issued is different than that used for the calculation and payment under section 3.17, and there has been no change in the zoning affecting such lot or block, and the development charges for the type of dwelling unit for which building permits are being issued were less at the time that payments were made pursuant to section 3.17 than for the type of dwelling unit used to calculate the payment under section 3.17, a refund in regard to such different unit types shall be paid by the Region, which refund shall be the difference between the development charges previously collected, adjusted in accordance with section 5.1 of this by-law to the date of issuance of the building permit or permits, and the development charges in respect to the type of dwelling unit for which building permits are being issued, calculated as at the date of issuance of the building permit or permits.

(d) If, at the time of issuance of a building permit or permits in regard to a lot or block on a plan of subdivision for which payments have been made pursuant to section 3.17, the total number of dwelling units of a particular type for which building permits have been or are being issued is less, on a cumulative basis, than that used for the calculation and payment under section 3.17, and there has been no change in the zoning affecting such lot or block, a refund shall be paid by the Region, which refund shall be calculated on the basis of the number of fewer dwelling units at the rate prevailing as at the date of issuance of the building permit or permits.

3.22 Despite subsections 3.21(c) and (d), a refund shall not exceed the amount of the development charges paid under subsection 3.21.

4.0 **PAYMENT BY SERVICES**

4.1 Despite the payments required under subsections 3.16 and 3.17, Regional Council may, by agreement, give a credit towards a development charge in exchange for work that relates to a service for which a development charge is imposed under this by-law.

5.0 **INDEXING**

5.1 Development charges imposed pursuant to this by-law shall be adjusted annually, without amendment to this by-law, commencing on the first anniversary date of this by-law and each anniversary date thereafter, in accordance with the Statistics Canada Quarterly Construction Price Statistics.

6.0 **SCHEDULES**

6.1 The following schedules to this by-law form an integral part thereof:

Schedule A	-	Components of Services Designated in subsection 2.1
Schedule B	-	Residential Development Charges
Schedule C	-	Lands Exempt from Residential Development Charge in Regard to Regional Water Supply Services
Schedule D	-	Lands Exempt from Residential Development Charge in Regard to Regional Sanitary Sewer Services (Kleinburg Community)
Schedule E	-	Lands Exempt from Residential and Non-Residential Development Charges in Regard to Regional Sanitary Sewer Services (Nobleton Community)
Schedule F	-	Non-Residential Development Charges
Schedule G	-	Contingent Residential Development Charges

7.0 **DATE BY-LAW IN FORCE**

7.1 This by-law shall come into force on the • day of •, 2007.

8.0 **DATE BY-LAW EXPIRES**

8.1 This by-law will expire on the • day of •, 2007, unless it is repealed at an earlier date.

9.0 **REPEAL**

9.1 By-law No. DC-0005-2003-050 as amended is hereby repealed as of the •day of •, 2007.

ENACTED AND PASSED this •day of •, A.D. 2007.

Denis Kelly	Bill Fisch
Regional Clerk	Regional Chair

SCHEDULE "A"

COMPONENTS OF DESIGNATED SERVICES

Services	Service Components
Police	• police facilities (detachments/headquarters) • police vehicles and equipment • communication and radio equipment
Emergency Medical Service	• facilities • vehicles
Health	• facility space, furnishings and equipment
Long term care	• long term care facilities and equipment
Public works	• public works facilities and yards • sand and salt domes • vehicles and equipment
Capital growth studies	• growth master studies (regional infrastructure) • fiscal impacts (major development) • DC Background Study
Roads	• regional roads: arterial roads and bridges • traffic signal devices • street lights and signs • road drainage facilities • bicycle lanes • HOV lanes
Transit	• busways (stations, terminals and sections) • rapid transit infrastructure • vehicles, garages, equipment • subway infrastructure
Water supply	• supply and storage facilities • treatment facilities • wells • trunk watermains • pumping stations • interest (carrying charges - major plant)
Sanitary sewer	• sewage treatment facilities • trunk sewers and forcemains • pumping stations • interest (carrying charges - major plant)

SCHEDULE "B"

Regional Municipality of York

Schedule of Residential Development Charge by Service Category

	Single and Semi-Detached	Multiple Unit Dwelling	Apartments	
			2 or more Bedroom	Less than 2 Bedroom
Hard Services:				
Water	$3,006	$2,491	$1,878	$1,211
Sewer *	$9,578	$7,937	$5,984	$3,859
Roads	$6,913	$5,728	$4,319	$2,785
Subtotal	*$19,497*	*$16,156*	*$12,181*	*$7,855*
Transit	$497	$398	$293	$200
General Services:				
Police	$274	$219	$162	$110
EMS	$68	$54	$40	$27
Capital Growth Studies	$36	$29	$21	$14
Long Term Care	$232	$186	$137	$93
Public Health	$62	$50	$37	$25
Public Works	$90	$72	$53	$36
Subtotal	*$762*	*$610*	*$450*	*$305*
GO Transit	*$296*	*$233*	*$171*	*$108*
Total	**$21,052**	**$17,397**	**$13,095**	**$8,468**

* Rates do not apply to the Nobleton community.

(Note: The GO Transit rates are those in effect as of the preparation of this background study.)

SCHEDULE "C"

Regional Municipality of York

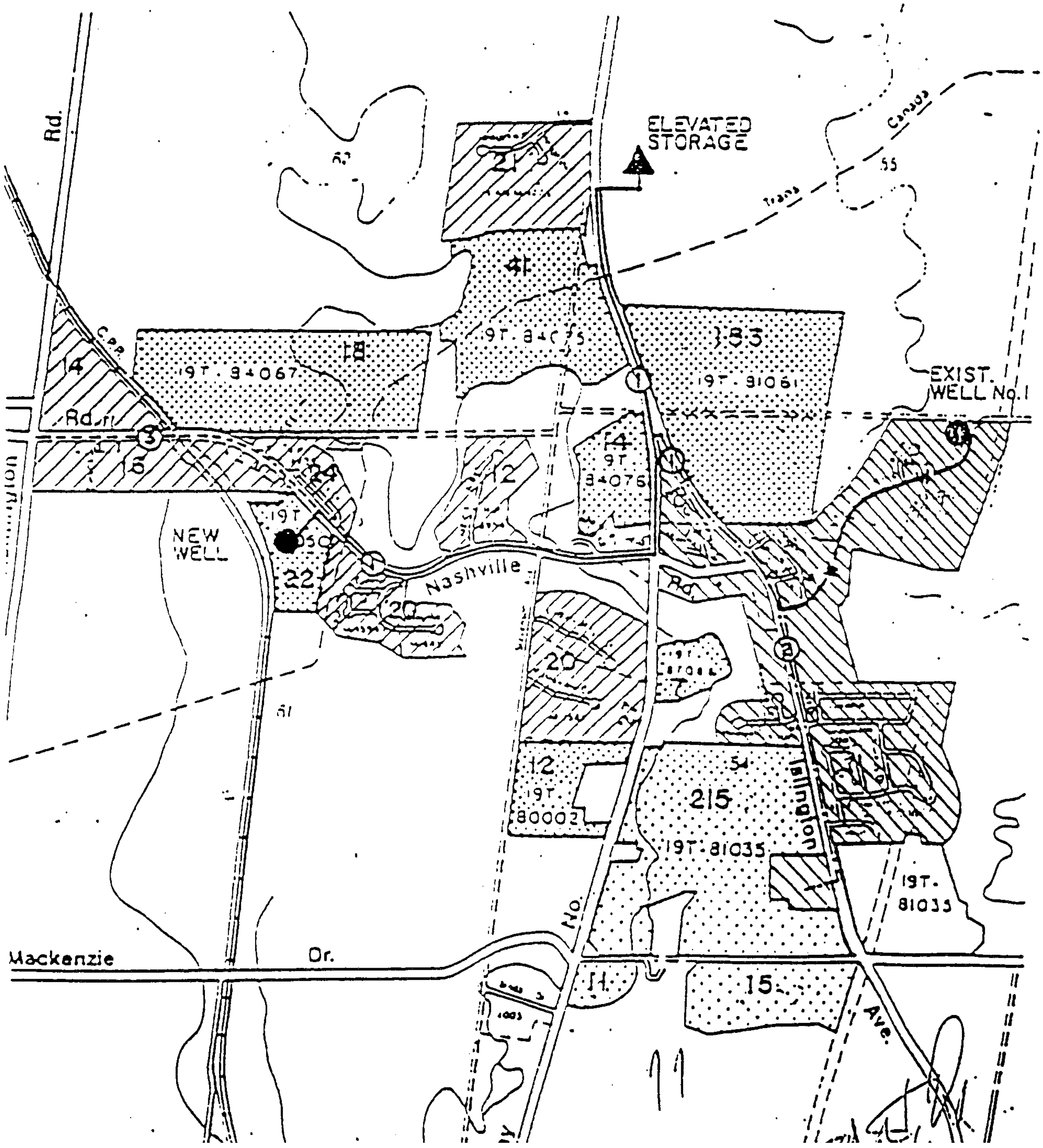
SCHEDULE C

WATER DISTRIBUTION

EXISTING SERVICED AREA (343 LOTS)
EXISTING AREA TO BE SERVICED (127 LOTS)
PROP. DEVELOPMENT TO BE SERVICED (508 LOTS)
① TRUNK WATERMAIN No. 1.
② TRUNK WATERMAIN No. 2
③ TRUNK WATERMAIN No. 3
W EXISTING TRUNK WATERMAIN

CITY OF VAUGHAN

Water Development Charge Credit Area



SCHEDULE “D”

Regional Municipality of York

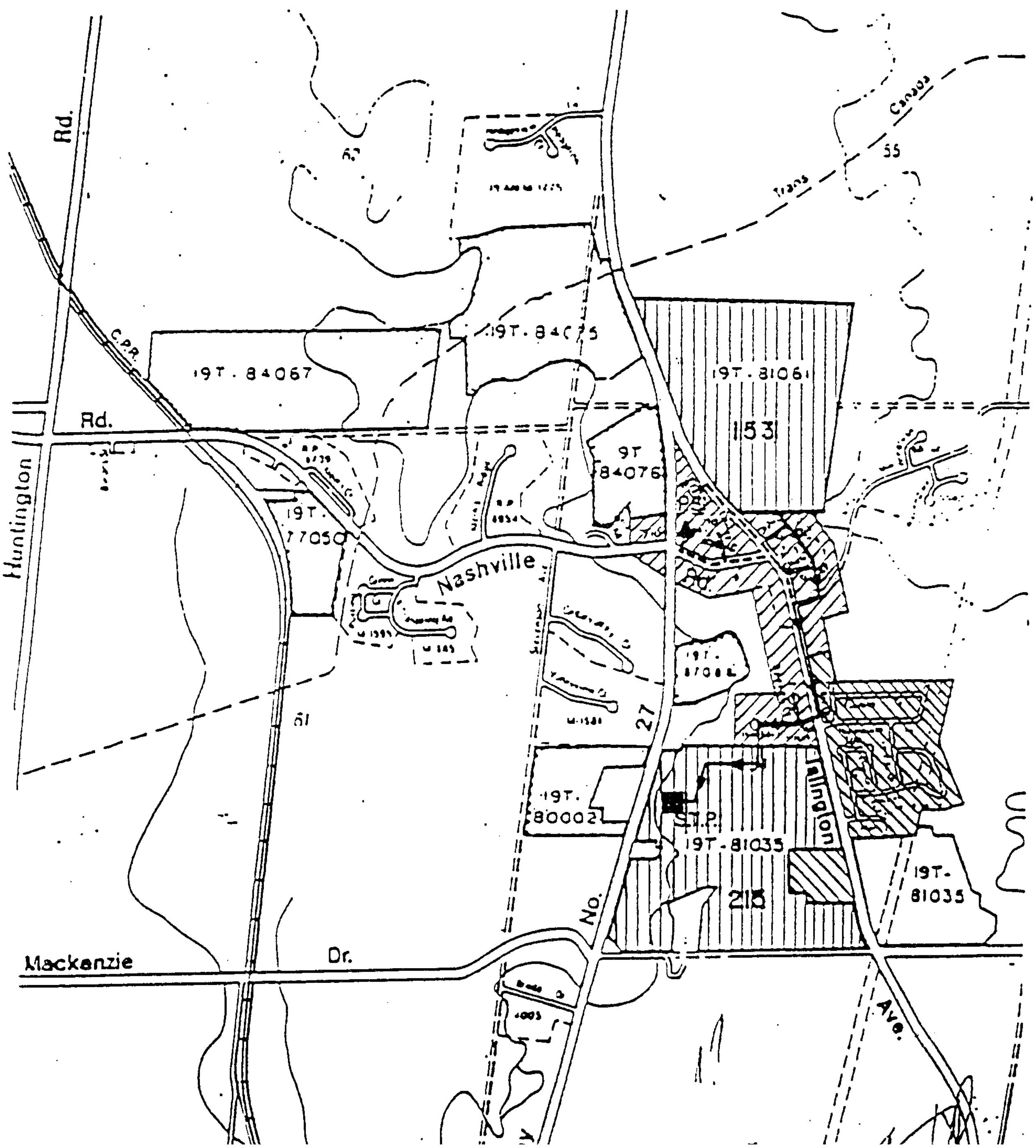
SCHEDULE D

SANITARY SEWERS

EXISTING SERVICED AREA (205 LOTS)
EXISTING AREA TO BE SERVICED (111 LOTS)
PROP. DEVELOPMENT TO BE SERVICED (368 LOTS)
PROP. SANITARY TRUNK SEWER
PROP. LOCAL SANITARY SEWER

CITY OF VAUGHAN

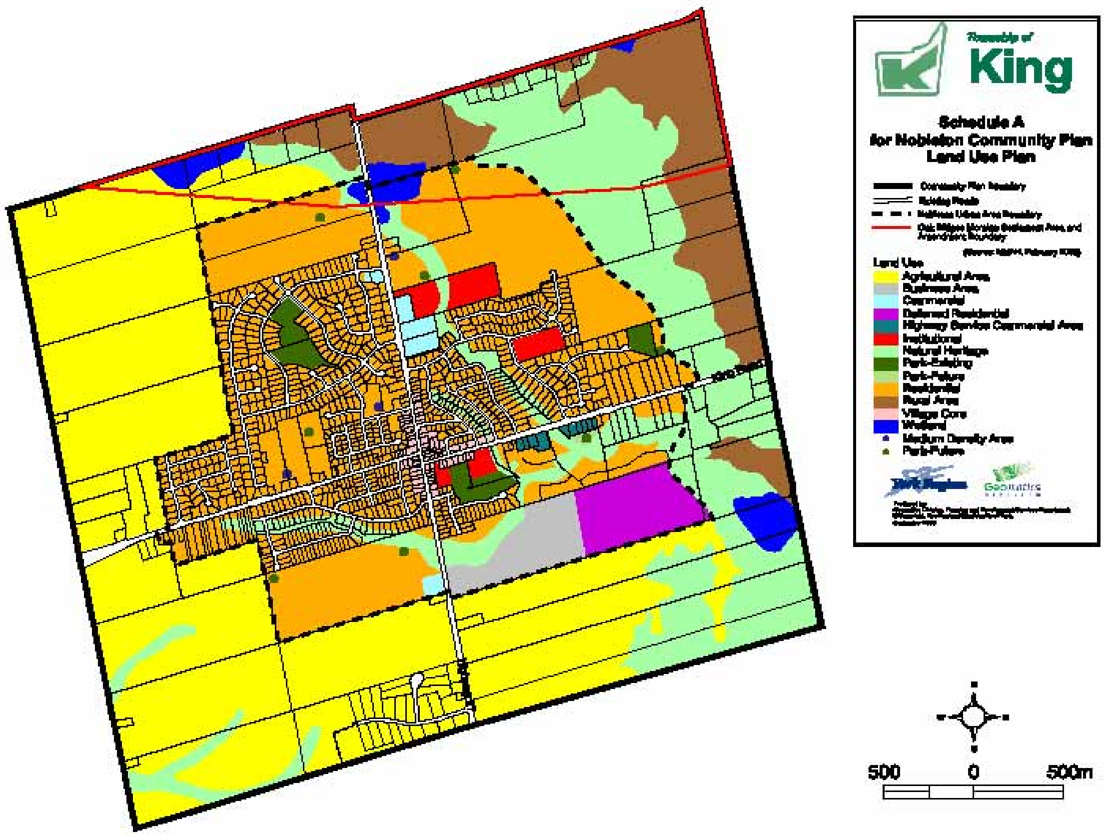
Sewer Development Charge Credit Area



SCHEDULE "E"

Regional Municipality of York

Lands Exempt from Residential and Non-Residential Development Charges in Regard to Regional Sanitary Sewer Services (Nobleton Community)



SCHEDULE "F"

Regional Municipality of York

Schedule of Non-Residential Development Charge by Service Category

	Per Square Foot of GFA		Per Square Metre of GFA	
	Industrial/Office Institutional	Retail	Industrial/Office Institutional	Retail
Hard Services:				
Water	$1.97	$2.74	$21.21	$29.45
Sewer *	$4.41	$5.30	$47.52	$57.10
Roads	$3.25	$11.29	$34.95	$121.53
Subtotal	*$9.63*	*$19.33*	*$103.67*	*$208.08*
Transit	$0.18	$0.61	$1.95	$6.58
General Services:				
Police	$0.136	$0.151	$1.464	$1.625
EMS	$0.011	$0.012	$0.118	$0.129
Capital Growth Studies	$0.018	$0.020	$0.194	$0.215
Long Term Care	$0.000	$0.000	$0.000	$0.000
Public Health	$0.006	$0.006	$0.065	$0.065
Public Works	$0.033	$0.111	$0.355	$1.195
Subtotal	*$0.20*	*$0.30*	*$2.20*	*$3.23*
GO Transit	*$0.00*	*$0.00*	*$0.00*	*$0.00*
Total	**$10.02**	**$20.24**	**$107.81**	**$217.88**

* Rates do not apply to the Nobleton community.

SCHEDULE "G"

Regional Municipality of York

Contingent Residential Development Charges

Proposed Infrastructure		Scheduled Increase	Single and Semi Detached	Multiple Unit Dwelling	Apartments	
					2 or more bedrooms	Less than 2 bedrooms
Highway 404 Mid-Block Crossings						
N. Leslie Secondary Plan	North of Elgin Mills	The area municipality where the infrastructure is located adopts an Official Plan Amendment to include the infrastructure, and includes the infrastructure in its development charge by-law.	$9	$8	$6	$3
Mid Block	between 16th Ave and Major Mackenzie	The area municipality where the infrastructure is located adopts an Official Plan Amendment to include the infrastructure, and includes the infrastructure in its development charge by-law.	$9	$8	$6	$3
Steeles Avenue Improvements:						
Steeles Avenue	from Beare Road to Tapscott Road	The Region executes an Agreement with the City of Toronto to cost share road capital improvements along Steeles Avenue.	$20	$17	$12	$8
Steeles Avenue	from Hilda Avenue to Bathurst Street	The Region executes an Agreement with the City of Toronto to cost share road capital improvements along Steeles Avenue.	$4	$3	$2	$1
Steeles Avenue	East of Kennedy Road	The Region executes an Agreement with the City of Toronto to cost share road capital improvements along Steeles Avenue.	$17	$14	$10	$6
Steeles Avenue	from Jane St to Weston Rd	The Region executes an Agreement with the City of Toronto to cost share road capital improvements along Steeles Avenue.	$8	$7	$5	$3
Steeles Avenue	Traffic Signals and Illumination	The Region executes an Agreement with the City of Toronto to cost share road capital improvements along Steeles Avenue.	$5	$4	$3	$2
Highway 7 Improvements:						
Hwy7	from Old Markham Bypass to	The Province transfers responsibility of this section of	$12	$10	$7	$5

Proposed Infrastructure		Scheduled Increase	Single and Semi Detached	Multiple Unit Dwelling	Apartments	
					2 or more bedrooms	Less than 2 bedrooms
	York/Durham Line	Highway 7 to the Region, the Region adopts an Official Plan Amendment incorporating the infrastructure.				
Water Infrastructure:						
East Gwillimbury	Water Meter Chambers	Regional Council approves the addition of this project to the capital plan and the DC By-law.	$3	$3	$2	$1
Transit Infrastructure:						
Subway	Extension of Spadina subway to Vaughan Corporate Centre	Royal Assent of the Legislation and Associated Regulations for the funding of the subway extension from development charges.	$1,918	$1,534	$1,132	$773
			Non-Residential Charges			
			Industrial / Office / Institutional Per Square Foot		Retail Per Square Foot	
			$0.968		$2.359	

York Region