



CITY OF RICHMOND HILL

2024 AREA SPECIFIC DEVELOPMENT CHARGES BACKGROUND STUDY DRAFT

December 22, 2023

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I. INTRODUCTION

This Area Specific Development Charges (ASDC) Background Study for the City of Richmond Hill is presented as part of a process that will lead to the approval of new Area Specific Development Charges By-laws for certain areas of the City in compliance with the *Development Charges Act, 1997 (D.C.A.)*, as amended.

The *D.C.A.* and *Ontario Regulation 194/21 (O. Reg. 194/21)* require that a Development Charges Background Study be prepared in which development charges are determined with reference to:

- A forecast of the amount, type and location of housing units, population and non-residential development anticipated in the City; and
- A review of capital works in progress and anticipated future capital projects, including an analysis of gross expenditures, funding sources, and net expenditures incurred or to be incurred by the City or its local boards to provide for the expected development, including the determination of the growth and non-growth-related components of the capital projects.

This ASDC Background Study, containing the proposed ASDC by-laws (under a separate cover), will be distributed to members of the public in order to provide interested parties with sufficient background information on the legislation, the study's recommendations, and an outline of the basis for these recommendations.

II. SUMMARY OF THE PROCESS

The public meeting required under section 12 of the *D.C.A.* has been scheduled for February 13, 2024. Its purpose is to present the study to the public and to solicit public input. The meeting is also being held to answer any questions regarding the study's purpose, methodology, and the proposed modifications to the City's *D.C.s.*

In accordance with the legislation, the background study and proposed *D.C.* by-law will be available for public review on December 22, 2023.

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

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

II. SUMMARY OF THE PROCESS *(continued)*

This study presents the results of the review which determines the growth-related net capital costs which are attributable to development that is forecasted to occur in the community. These growth-related net capital costs are then apportioned among various types of development (residential; non-residential) in a manner that reflects the increase in the need for each service attributable to each type of development. The study arrives, therefore, at proposed development charges for various types of development.

The City presently has Area Specific Development Charges By-Laws for 8 development areas in the City as follows: (Exhibit 1 - map)

Block Number	Development Area	By-law Number	By-law Status
16	Elgin West	45-19	Repealed
20	Bayview North-east	32-21	Updated
21	Headford, Excluding Storm	33-21	Updated
21	Headford, Storm North of Rouge	46-19	Repealed
1, 2, 8	Oak Ridge, Lake Wilcox Greenfield	41-19	Repealed
11, 14	North Leslie West	42-19	Repealed
13	North Leslie East	43-19	Repealed
6	West Gormley	44-19	Repealed

The City will be enacting two new By-laws for the following development areas to capture the infrastructure and servicing needs required to support developments:

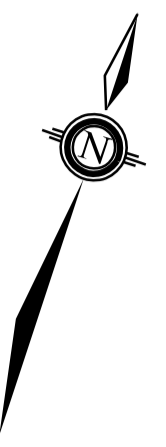
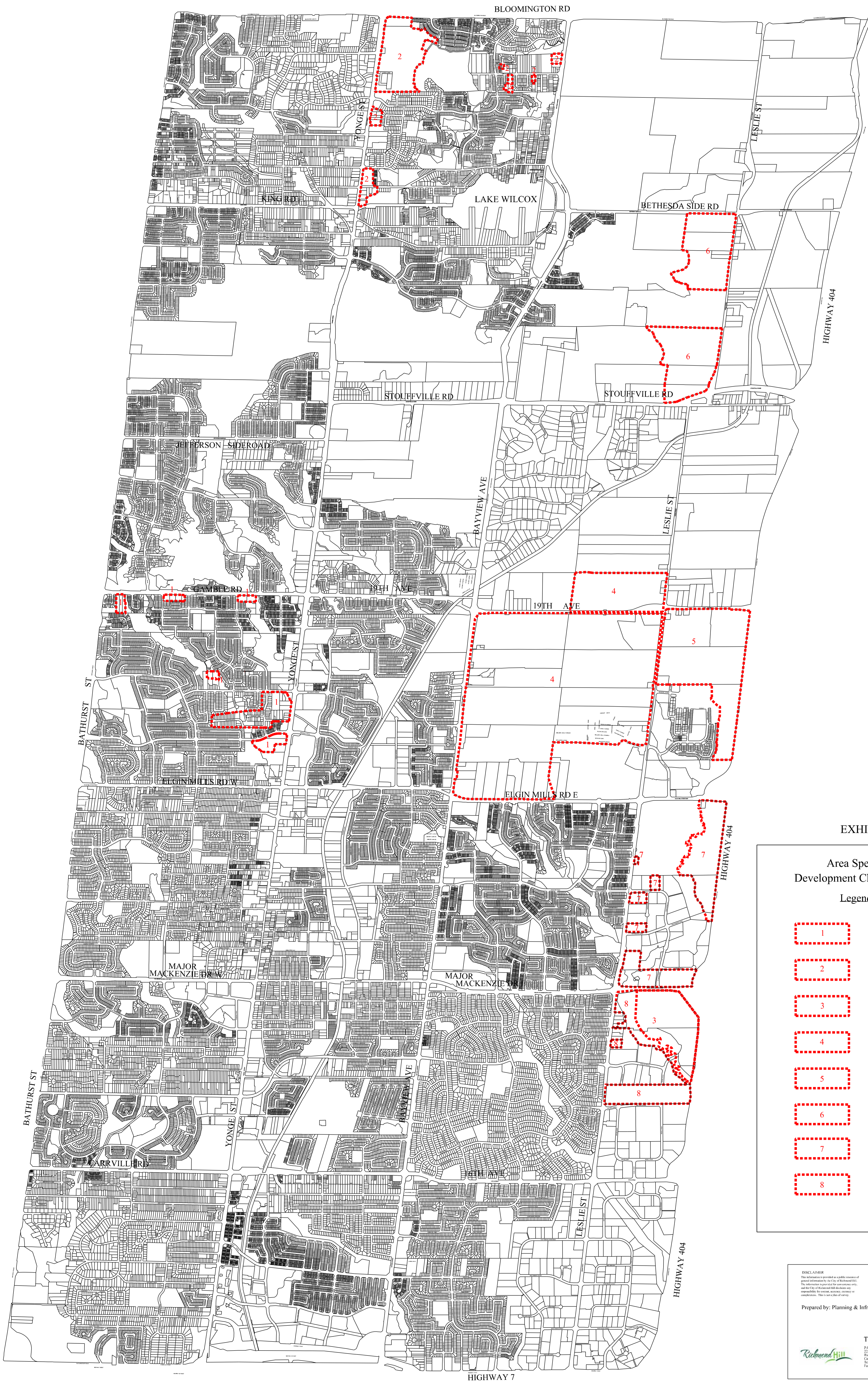
- Bayview North-east
- Headford, Excluding Storm

The two Area Specific Development Charges By-laws are being updated either to meet the 5 year legislated time frame or as a result of amendments since the previous update in 2021.

The other six Area Specific Development Charges By-laws were updated in 2019, and are being repealed as part of the 2023 City-wide and Area Specific Development Charges update process.

This report presents the results of a staff review which examined:

- The development potential and growth forecast for the affected development area;
- Revised engineering servicing plans for the area;
- Revised cost estimates for the required growth-related services; and
- Appropriate boundaries for the purposes of the Area Specific Development Charges calculations.



Scale : N.T.S.

EXHIBIT 1

**Area Specific
Development Charge Areas
Legend**

- 1 Elgin West
By-Law 45-19
- 2 Oak Ridges - Lake Wilcox
Green Field Area
By-Law 41-19
- 3 Headford
Storm North of Rouge
By-Law 46-19
- 4 North Leslie - West
By-Law 42-19
- 5 North Leslie - East
By-Law 43-19
- 6 West Gormley - Rouge
By-Law 44-19
- 7 Bayview North East
By-Law 32-21
- 8 Headford Overall Area
By-Law 33-21

DISCLAIMER:
This information is provided as a public resource of general information only. It is not intended to constitute any form of professional advice or to be relied upon for any specific purpose. The user assumes full responsibility for the accuracy, content and use of this information.

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II. SUMMARY OF THE PROCESS *(continued)*

The D.C.A., as amended provides for a period of public review and comment regarding the proposed development charges. Furthermore, changes to the *D.C.A.* through *Bill 73* require that a Development Charges Background Study be made available to the public 60 days prior to the passing of the Development Charges By-law. Following completion of this process in accordance with the *D.C.A.* and Council's review of this study and the comments it receives regarding this study or other information brought to its attention about the proposed charges, it is intended that Council will pass new development charges for the City.

The legislation requires that an Asset Management Plan (A.M.P.) related to the new infrastructure be included in the Development Charges Background Study to demonstrate that all of the new infrastructure funded by development is financially sustainable over their full life cycle. The A.M.P. must deal with all assets that are proposed to be funded, in whole or in part, by development charges. The current regulations provide very extensive and specific requirements for the A.M.P. related to transit services; however, they are silent with respect to how the asset management plan is to be provided for all other services. As part of any A.M.P., the examination should be consistent with the municipality's existing assumptions, approaches and policies on the asset management planning. Refer to Appendix F - Asset Management Plan in the "City of Richmond Hill 2023 Development Charges Update Background Study" for a list of all works identified in the City-wide and Area Specific Development Charges By-laws.

The *D.C.A.* allows for the payment of all services set out in paragraph 1,2,3,4 or 5 of subsection 5(5) for development that requires approval of a plan of subdivision under section 51 of the *Planning Act R.S.O. 1990*, or a consent under section 53 of the *Planning Act* for which a subdivision agreement or consent agreement is entered into, be payable "immediately upon the parties entering into the agreement".

Under the present statutes, once Council passes a new Development Charges By-law, the By-law comes into force on the day it is passed on or the day specified in the By-law whichever is later.

Sections III to VI of this report are equivalent to sections 1.3 to 1.6 of the 2023 City-wide Development Charges Background Study. These sections provide a summary of the legislative changes that impact Richmond Hill's Area Specific Development Charges.

III. CHANGES TO THE D.C.A.: BILL 108, 138, 197, AND 2013

Bill 108: More Homes, More Choice Act – An Act to Amend Various Statutes with Respect to Housing, Other Development, and Various Matters

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

While having received royal assent, many of the amendments to the D.C.A. would not come into effect until they are proclaimed by the Lieutenant Governor (many of these changes were revised through Bill 197). At the time of writing, the following provisions have been proclaimed:

- Effective January 1, 2020, rental housing and institutional developments will pay D.C.s in six equal annual payments commencing at occupancy. Interest may be charged on the instalments, and any unpaid amounts may be added to the property and collected as taxes. As per Bill 23, non-profit housing developments are now exempt from paying D.C.s, however, prior to Bill 23, and as a result of Bill 108, non-profit housing developments paid D.C.s in 21 equal annual payments. Effective January 1, 2020, the D.C. amount for all developments occurring within 2 years of a Site Plan or Zoning By-law Amendment planning approval (for application submitted after this section is proclaimed), shall be determined based on the D.C. in effect on the day of Site Plan or Zoning By-law Amendment application. If the development is not proceeding via these planning approvals, then the amount is determined as of the date of issuance of a building permit.

On February 28, 2020, the Province released updated draft regulations related to the D.C.A. and the Planning Act. A summary of the changes that were to take effect upon proclamation by the Lieutenant Governor is provided below:

Changes to Eligible Services – Prior to Bill 108, the D.C.A. provided a list of ineligible services whereby municipalities could include growth related costs for any service that was not listed. With Bill 108, the changes to the D.C.A. would now specifically list the services that are eligible for inclusion in the by-law. Further, the initial list of eligible services under Bill 108 was limited to "hard services", with the "soft services" being removed from the D.C.A. These services would be considered as part of a new community benefits charge (discussed below) imposed under the Planning Act. As noted in the next section this list of services has been amended through Bill 197.

III. CHANGES TO THE D.C.A.: BILL 108, 138, 197, AND 2013 (continued)

Bill 108: More Homes, More Choice Act – An Act to Amend Various Statutes with Respect to Housing, Other Development, and Various Matters (continued)

Mandatory 10% deduction - The amending legislation would have removed the mandatory 10% deduction for all services that remain eligible under the D.C.A.

Remaining Services to be Included in a New Community Benefits Charge (C.B.C.) Under the Planning Act - It was proposed that a municipality may, by by-law, impose a C.B.C. against land to pay for the capital costs of facilities, services and matters required because of development or redevelopment in the area to which the by-law applies. The C.B.C. was proposed to include formerly eligible D.C. services that are not included in the above listing, in addition to parkland dedication and bonus zoning contributions.

Bill 138: Plan to Build Ontario Together Act, 2019

On November 6, 2019, the Province released Bill 138 which provided further amendments to the D.C.A. and Planning Act. This Bill received Royal Assent on December 10, 2019, and was proclaimed which resulted in sections related to the D.C.A. (schedule 10) becoming effective on January 1, 2020. The amendments to the D.C.A. included removal of instalment payments for commercial and industrial developments that were originally included in Bill 108.

Bill 197: COVID-19 Economic Recovery Act, 2020

In response to the global pandemic that began affecting Ontario in early 2020, the Province released Bill 197 which provided amendments to a number of Acts, including the D.C.A. and Planning Act. This Bill also revised some of the proposed changes identified in Bill 108. Bill 197 was tabled on July 8, 2020, received Royal Assent on July 21, 2020, and was proclaimed on September 18, 2020. The following provides a summary of the changes:

List of D.C. Eligible Services

As noted above, under Bill 108 some services were to be included under the D.C.A. and some would be included under the C.B.C. authority. Bill 197, however, revised this proposed change and has included all services (with some exceptions) under the D.C.A. These services are as follows:

- Water supply services, including distribution and treatment services;
- Wastewater services, including sewers and treatment services.

III. CHANGES TO THE D.C.A.: BILL 108, 138, 197, AND 2013 (*continued*)

Bill 197: COVID-19 Economic Recovery Act, 2020 (*continued*)

- List of D.C. Eligible Services (continued)Storm water drainage and control services.
- Services related to a highway.
- Electrical power services.
- Toronto-York subway extension.
- Transit services.
- Waste diversion services.
- Policing services.
- Fire protection services.
- Ambulance services.
- Library services.
- Long-term Care services.
- Parks and Recreation services, but not the acquisition of land for parks.
- Public Health services.
- Childcare and early years services.
- Housing services (no longer eligible as per Bill 23).
- Provincial Offences Act services.
- Services related to emergency preparedness.
- Services related to airports, but only in the Regional Municipality of Waterloo.
- Additional services as prescribed.

III. CHANGES TO THE D.C.A.: BILL 108, 138, 197, AND 2013 (*continued*)

Bill 197: COVID-19 Economic Recovery Act, 2020 (*continued*)

D.C. Related Changes (*continued*)

Classes of Services – D.C.

Pre-Bill 108/197 legislation (i.e., D.C.A., 1997) allowed for categories of services to be grouped together into a minimum of two categories (90% and 100% services).

The Act (as amended) repeals and replaces the above with the four following subsections:

- A D.C. by-law may provide for any eligible service or capital cost related to any eligible service to be included in a class, set out in the by-law.
- A class may be composed of any number or combination of services and may include parts or portions of the eligible services or parts or portions of the capital costs in respect of those services.

Classes of Services – D.C. (*continued*)

- A D.C. by-law may provide for a class consisting of studies in respect of any eligible service whose capital costs are described in paragraphs 5 and 6 of s. 5 of the D.C.A.
- A class of service set out in the D.C. by-law is deemed to be a single service with respect to reserve funds, use of monies, and credits.

Note: An initial consideration of “class” appears to mean any group of services.

Mandatory 10% Deduction

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

As a result of the passage of Bill 197, and subsequent proclamation on September 18, 2020, this report has provided the D.C. calculations without the 10% mandatory deduction.

C.B.C. Related Changes

C.B.C. Eligibility

The C.B.C. is limited to lower-tier and single-tier municipalities; upper-tier municipalities will not be allowed to impose this charge.

III. CHANGES TO THE D.C.A.: BILL 108, 138, 197, AND 2013 *(continued)*

Bill 197: COVID-19 Economic Recovery Act, 2020 *(continued)*

Combined D.C. and C.B.C. Impacts

D.C. vs. C.B.C. Capital Cost

A C.B.C. may be imposed with respect to the services listed in s. 2 (4) of the D.C.A. (eligible services), “provided that the capital costs that are intended to be funded by the community benefits charge are not capital costs that are intended to be funded under a development charge by-law.”

Bill 213: Better for People, Smarter for Business Act, 2020

On December 8, 2020, Bill 213 received Royal Assent. One of the changes of the Bill that took effect upon Royal Assent included amending the Ministry of Training, Colleges and Universities Act by introducing a new section that would exempt the payment of D.C.s for developments of land intended for use by a university that receives operating funds from the Government. As a result, this mandatory exemption will be included in the D.C. by-law.

IV. RECENT CHANGES TO THE D.C.A. – BILL 23: MORE HOMES BUILT FASTER ACT, 2022

On November 28, 2022, Bill 23 received Royal Assent. This Bill amends a number of pieces of legislation including the Planning Act and the D.C.A. The following provides a summary of the changes to the D.C.A.:

Additional Residential Unit Exemption

The rules for these exemptions are now provided in the D.C.A., rather than the regulations and are summarized as follows:

- Exemption for residential units in existing rental residential buildings – For rental residential buildings with four or more residential units, the creation of the greater of one unit or 1% of the existing residential units will be exempt from a D.C.
- Exemption for additional residential units in existing and new residential buildings – The following developments will be exempt from a D.C.:
 - A second unit in a detached, semi-detached, or rowhouse if all buildings and ancillary structures cumulatively contain no more than one residential unit;
 - A third unit in a detached, semi-detached, or rowhouse if no buildings or ancillary structures contain any residential units; and

IV. RECENT CHANGES TO THE D.C.A. – BILL 23: MORE HOMES BUILT FASTER ACT, 2022 (*continued*)

Additional Residential Unit Exemption (*continued*)

- One residential unit in a building or structure ancillary to a detached, semi-detached, or rowhouse on a parcel of urban land, if the detached, semi-detached, or rowhouse contains no more than two residential units and no other buildings or ancillary structures contain any residential units.

Removal of Housing as an Eligible D.C. Service

Housing services are removed as an eligible service. Municipalities with by-laws that include a charge for housing services can no longer collect for this service.

New Statutory Exemption for Non-Profit Housing

Non-profit housing units are exempt from D.C.s and D.C. instalment payments due after November 28, 2022.

New Statutory Exemptions for Affordable Units, Attainable Units, and Affordable Inclusionary Zoning Units

Affordable units, attainable units, and inclusionary zoning units (affordable) are exempt from the payment of D.C.s, as follows:

- Affordable Rental Units: Where rent is no more than 80% of the average market rent as defined by a new bulletin published by the Ministry of Municipal Affairs and Housing.
- Affordable Owned Units: Where the price of the unit is no more than 80% of the average purchase price as defined by a new bulletin published by the Ministry of Municipal Affairs and Housing.
- Attainable Units: Excludes affordable units and rental units; will be defined as prescribed development or class of development and sold to a person who is at “arm’s length” from the seller.
 - Note: for affordable and attainable units, the municipality shall enter into an agreement that ensures the unit remains affordable or attainable for 25 years.

Note: the above exemptions are not currently in force. These exemptions will be in force upon proclamation and revisions to the regulations. The bulletin has yet to be published as at the time of writing this report. Section 1.5 below discusses further changes to the above definitions proposed from Bill 134.

IV. RECENT CHANGES TO THE D.C.A. – BILL 23: MORE HOMES BUILT FASTER ACT, 2022 (continued)

New Statutory Exemptions for Affordable Units, Attainable Units, and Affordable Inclusionary Zoning Units (continued)

- Inclusionary Zoning Units: Affordable housing units required under inclusionary zoning by-laws are exempt from a D.C.

Historical Level of Service Extended to Previous 15-Year Period

Prior to Bill 23, the increase in need for service was limited by the average historical level of service calculated over the 10-year period preceding the preparation of the D.C. background study. This average is now extended to the historical 15-year period.

Revised Definition of Capital Costs

The definition of capital costs has been revised to remove studies. Further, the regulations to the Act may prescribe services for which land or an interest in land will be restricted. As at the time of writing, no services have been prescribed.

Mandatory Phase-in of a D.C.

For all D.C. by-laws passed after January 1, 2022, the charge must be phased-in annually over the first five years the by-law is in force, as follows:

- Year 1 – 80% of the maximum charge;
- Year 2 – 85% of the maximum charge;
- Year 3 – 90% of the maximum charge;
- Year 4 – 95% of the maximum charge; and
- Year 5 to expiry – 100% of the maximum charge.

D.C. By-law Expiry

A D.C. by-law now expires 10 years after the day it comes into force (unless the by-law provides for an earlier expiry date). This extends the by-law's life from five (5) years, prior to Bill 23.

Installment Payments

Non-profit housing development has been removed from the instalment payment section of the Act (section 26.1), as these units are now exempt from the payment of a D.C.

IV. RECENT CHANGES TO THE D.C.A. – BILL 23: MORE HOMES BUILT FASTER ACT, 2022 (continued)

Rental Housing Discount

The D.C. payable for rental housing development will be reduced based on the number of bedrooms in each unit as follows:

- Three or more bedrooms – 25% reduction;
- Two bedrooms – 20% reduction; and
- All other bedroom quantities – 15% reduction.

Maximum Interest Rate for Instalments and Determination of Charge for Eligible Site Plan and Zoning By-law Amendment Applications

No maximum interest rate was previously prescribed. As per Bill 23, the maximum interest rate is set at the average prime rate plus 1%. This maximum interest rate provision would apply to all instalment payments and eligible site plan and zoning by-law amendment applications occurring after November 28, 2022.

Requirement to Allocate Funds Received

Annually, beginning in 2023, municipalities will be required to spend or allocate at least 60% of the monies in a reserve fund at the beginning of the year for water, wastewater, and services related to a highway. Other services may be prescribed by the regulation.

V. CHANGES TO THE D.C.A.: BILL 109: MORE HOMES FOR EVERYONE ACT, 2022

Bill 109 (More Homes for Everyone Act, 2022) provides that Council shall make the Annual Treasurer's Statement available to the public by posting the statement on the website or, if there is no such website, in the municipal office. In addition, Bill 109 introduced the following requirements which shall be included in the Treasurer's Statement.

- For each service for which a development charge is collected during the year
 - whether, as of the end of the year, the municipality expects to incur the amount of capital costs that were estimated, in the relevant development charge background study, to be incurred during the term of the applicable development charge by-law, and
 - if the answer to subparagraph i is no, the amount the municipality now expects to incur and a statement as to why this amount is expected;

V. CHANGES TO THE D.C.A.: BILL 109: MORE HOMES FOR EVERYONE ACT, 2022 (continued)

- For any service for which a development charge was collected during the year but in respect of which no money from a reserve fund was spent during the year, a statement as to why there was no spending during the year.

VI. CHANGES TO THE D.C.A. – BILL 134: AFFORDABLE HOMES AND GOOD JOBS ACT, 2023

The exemption for affordable residential units was included in the *More Homes Built Faster Act* (Bill 23), enacted by the Province on November 28, 2022. Under this legislation, affordable residential units were defined within subsection 4.1 of the D.C.A. and exemptions for D.C.s provided in respect of this definition. While the legislation was enacted in November 2022, the ability for municipalities to implement the exemptions required the Minister of Municipal Affairs and Housing to publish an “Affordable Residential Units for the Purposes of the Development Charges Act, 1997 Bulletin.” This bulletin would inform average market rent and purchase price to be used in determining which developments qualify as affordable residential units. At the time of writing, this bulletin had not been published by the Minister.

Bill 134 was released on September 28, 2023 and has received Second Reading in the legislature at the time of writing. Bill 134 proposes a modification to the affordable residential unit definition by:

- introducing an income-based test for affordable rent and purchase price; and
- increasing the threshold for the market test of affordable rent and purchase price.

The proposed amendment would provide the exemption based on the lesser of the two measures. Moreover, the rules in subsection 4.1 of the D.C.A. are unchanged with respect to:

- the tenant and purchaser transacting the affordable unit being at arm’s length;
- the intent of maintaining the affordable residential unit definition for a 25-year period, requiring an agreement with the municipality (which may be registered on title); and
- exemptions for attainable residential units and associated rules (requiring further regulations).

The following table provides a comparison of the current definitions within the D.C.A. and those being proposed in Bill 134 (underlining added for emphasis).

VI. CHANGES TO THE D.C.A. – BILL 134: AFFORDABLE HOMES AND GOOD JOBS ACT, 2023 (continued)

Item	D.C.A. Definition	Bill 134 Definition
Affordable residential unit rented (subsection 4.1 (2), para. 1)	The rent is no greater than <u>80 per cent of the average market rent</u> , as determined in accordance with subsection (5).	The rent is no greater than <u>the lesser of</u> , i. the <u>income-based affordable rent</u> for the residential unit set out in the Affordable Residential Units bulletin, as identified by the Minister of Municipal Affairs and Housing in accordance with subsection (5), and ii. the <u>average market rent</u> identified for the residential unit set out in the Affordable Residential Units bulletin.
Average market rent/rent based on income (subsection 4.1 (5)) for the purposes of subsection 4.1 (2), para. 1	the <u>average market rent for the year in which the residential unit is occupied by a tenant</u> , as identified in the bulletin entitled the “Affordable Residential Units for the Purposes of the Development Charges Act, 1997 Bulletin.”	The Minister of Municipal Affairs and Housing shall, (a) determine the <u>income of a household</u> that, in the Minister’s opinion, is <u>at the 60th percentile of gross annual incomes for renter households in the applicable local municipality</u> ; and (b) identify the <u>rent</u> that, in the Minister’s opinion, is <u>equal to 30 per cent of the income of the household</u> referred to in clause (a).

VI. CHANGES TO THE D.C.A. – BILL 134: AFFORDABLE HOMES AND GOOD JOBS ACT, 2023 (continued)

<p>Affordable residential unit ownership (subsection 4.1 (3), para. 1)</p>	<p>The price of the residential unit is no greater than <u>80 per cent of the average purchase price</u>, as determined in accordance with subsection (6).</p>	<p>The price of the residential unit is no greater than <u>the lesser of</u>,</p> <ul style="list-style-type: none"> i. the <u>income-based affordable purchase price</u> for the residential unit set out in the Affordable Residential Units bulletin, as identified by the Minister of Municipal Affairs and Housing in accordance with subsection (6), and ii. <u>90 per cent of the average purchase price</u> identified for the residential unit set out in the Affordable Residential Units bulletin.
<p>Average market purchase price/purchase price based on income (subsection 4.1 (6)) for the purposes of subsection 4.1 (3), para. 1</p>	<p>the <u>average purchase price for the year in which the residential unit is sold</u>, as identified in the bulletin entitled the “Affordable Residential Units for the Purposes of the Development Charges Act, 1997 Bulletin,” as it is amended from time to time, that is published by the Minister of Municipal Affairs and Housing on a website of the Government of Ontario.</p>	<p>the Minister of Municipal Affairs and Housing shall,</p> <ul style="list-style-type: none"> (a) determine the <u>income of a household</u> that, in the Minister’s opinion, is at the <u>60th percentile of gross annual incomes for households in the applicable local municipality</u>; and (b) identify the <u>purchase price</u> that, in the Minister’s opinion, <u>would result in annual accommodation costs equal to 30 per cent of the income of the household</u> referred to in clause (a)

VII. AREA SPECIFIC DEVELOPMENT CHARGES SERVICES AND AREAS

The City provides a wide range of services to the community and has an extensive inventory of facilities, land, works, vehicles and equipment. The *D.C.A.* provides municipalities with the flexibility to define the services that will be included in their Development Charges By-laws, provided that the other provisions of the Act and Regulations are met.

Municipalities may also designate the areas which the development charges shall be imposed (*D.C.A.*, s.2 (7)). The development charges may apply to all lands in the municipality or to other designated development areas as specified in the By-laws.

The City's present policy includes both City-Wide Development Charges that apply to all lands in the municipality, and Area Specific Development Charges which apply to specific development areas in the City. This report deals only with the Area Specific Development Charges for various areas of the City. The City-Wide charges are being reviewed by a separate study.

The services included in the proposed new Area Specific Development Charges include:

1. Collector Roads (including new road construction, road improvements, land, intersection improvements, street lighting, and signals);
2. Watermains and Appurtenances;
3. Sanitary Sewers and Appurtenances;
4. Storm Sewers and Appurtenances (including storm water management ponds and land, but excluding stream enclosures);
5. Studies (including Master Environmental Servicing Plans, Environmental Management Studies, Secondary Plan Studies and Consulting Studies).

It is noted that other study costs including Environmental Impact Studies and Functional Servicing Plans will be required as part of the subdivision requirements.

The service categories noted above are the same service categories that are included in the City's present Area Specific Development Charges By-laws.

Continuation of this approach reflects the fact that the requirement for, and benefit from, such works as collector roads, watermains, sanitary sewers, etc. are quite localized. Thus, there is a closer alignment of benefits and costs using this approach than would be the case if City-Wide averages were used.

VIII. AREA SPECIFIC DEVELOPMENT CHARGES SERVICES AND AREAS (continued)

Area Specific Development Charges for the above services are calculated for the following development areas (see Exhibit 2 for a schematic representation):

Number on Map	Development Area
1	Bayview North-east Development Area
2	Headford - Excluding Storm Development Area

The newly proposed By-laws reflect a complete review of the growth-related infrastructure requirements of the areas taking into account the anticipated new development, service area boundary and servicing plans that have been prepared.

IX. METHODOLOGY

The calculation of Area Specific Development Charges included in this update follows closely the methodology employed in determining the City's present policy. The method entails:

- Preparing a growth forecast for the ultimate development potential of the development area, including both "greenfield" and "infill" development;
- Preparing servicing plans for the area;
- Preparing cost estimates for the required services and determining the net growth-related costs to be included in the development charges;
- Defining appropriate boundaries for the development charges calculation;
- Applying any unallocated reserve fund balances from the present development charges that can be used to reduce the new charges;
- Apportioning the growth-related net capital costs to the residential and non-residential lands; and
- Dividing the net growth-related capital cost for the development area by the net developable acreage of the area for hard services.

IX. METHODOLOGY (continued)

A. GROWTH IS FORECAST TO ULTIMATE DEVELOPMENT

Table 1 shows the estimated ultimate net developable land area for each of the development areas.

As shown in Table 1, a total of 64.99 net hectares of land are estimated for development based on approved and submitted draft development plans, and an estimate of likely “infill” development and redevelopment of existing commercial areas.

This forecast is used to establish servicing requirements.

B. DEVELOPMENT AREAS AND SUB-AREAS ARE IDENTIFIED

As noted, two (2) development areas are being updated at this time. These areas reflect relatively homogeneous areas in terms of the engineering services that the City is responsible for providing. For the most part, each area can be serviced reasonably independently of the others. In the limited number of cases where projects are shared between development areas, the benefiting areas are identified and the costs for items such as watermains and sanitary sewers are apportioned on the basis of each area’s share of the total “net developable area”. Sharing of surface boundary road costs (street lighting, sidewalks and landscaping) is generally on a 50-50 basis; with each development area allocated the cost for its side of the boundary road works.

C. REQUIRED SERVICES AND COSTS ARE IDENTIFIED FOR EACH DEVELOPMENT AREA

For each of the development areas, cost estimates for all engineering services have been provided by the City’s Infrastructure Planning and Development Engineering Division based on estimates prepared by City staff and consulting engineers. These estimates reflect inflation adjusted costs to 2023 dollars (See Appendix A for detailed engineering cost estimates). Estimates also include provision for engineering and contingencies. The estimates draw from Master Servicing Plans and/or other studies as well as computations based on engineering standards and the knowledge of the consultants and City staff. The standards used are consistent with current City practices.

For each project included in the servicing plan, the so-called “base cost” of the work is identified and isolated from the total cost. The base cost reflects the cost of the works as if they were only to provide for a specific, smaller development. The base costs are established on different basis for each of the service components.

TABLE 1

CITY OF RICHMOND HILL
 2024 AREA SPECIFIC DEVELOPMENT CHARGES
 STUDY

DEVELOPMENT SUMMARY

Development Area	Block No.	Gross Development Area Development			Net Development Area Development		
		Plans (ha.)	Infill (ha.)	Total (ha.)	Plans (ha.)	Infill (ha.)	Total (ha.)
Bayview North East	20	19.95	n/a	19.95	18.64	n/a	18.64
Headford - Excluding Storm	21	59.13	n/a	59.13	46.35	n/a	46.35
TOTAL		79.08	n/a	137.20	64.99	n/a	64.99

Source: City of Richmond Hill Planning and Regulatory Services Department

IX. METHODOLOGY (continued)

C. REQUIRED SERVICES AND COSTS ARE IDENTIFIED FOR EACH DEVELOPMENT AREA (continued)

For example, the base cost of collector roads in industrial development areas is the cost of providing an urban standard roadway having a right-of-way of 23 metres and pavement width of 9.75 metres. For watermains, the base cost represents the cost of a 200 mm main at 1.8 metres depth. For sanitary sewers the base cost is that for a 250 mm pipe at 3.0 metres depth. The base cost for storm sewers is assumed to be the cost of a 675 mm pipe installed at 3.0 metres depth. Stream enclosures are not considered as trunk sewers and, therefore, are treated as 100% base costs. Appendix C provides detailed assumptions of the base costs in the Local Service Policy.

The costs of collector roads, watermains and appurtenances, and sanitary sewers and appurtenances were estimated using a database of relevant unit costs experienced in the City and other local areas.

The difference between the base cost and the total cost of the required works (sized to provide for a larger service area) is called the “over-sizing” cost. The term “over-sizing” denotes the portion of each project which is larger than would be required to provide for strictly local servicing. The development charges calculation is determined from the over-sizing component of all projects required to serve a particular development area (net of the City’s share of costs in respect of benefits accruing to existing development). As in the present policy, the base costs will remain the responsibility of each developer and are considered as “internal” subdivision costs.

The costs of storm sewers and appurtenances, including storm water management ponds were estimated or were provided by individual consultants doing individual design.

It is noted that boundary roads are concession roads. Construction costs on these roads are not included in the development charges calculation since these roads are the responsibility of the Region. However, the City has responsibility within the road allowance for sidewalks, street lighting and landscaping. Since these projects are outside of subdivisions, under the terms of the D.C.A., and do provide benefit and capacity for the City-wide transportation system these costs are included in the City-wide development charges.

Land costs are also included for road construction/widening and for storm water management ponds. The land costs for the development areas were provided by the City based on valuation estimates provided by third party appraisers accredited in accordance with the Canadian Uniform Standards of Professional Appraisal practice. It is noted that land areas shown in the estimates for storm water management ponds are tablelands only. In cases where the ponds lie wholly or partially in hazard lands, no land cost is assigned for the hazard land portion.

IX. METHODOLOGY (continued)

C. REQUIRED SERVICES AND COSTS ARE IDENTIFIED FOR EACH DEVELOPMENT AREA (continued)

Provision is also made in the cost estimates for a variety of growth-related consulting studies for a number of the development areas primarily for Environmental Assessments Studies related to required capital projects in those areas.

Finally, it is noted that none of the works included in the Area Specific Development Charges calculations are eligible for provincial subsidies.

D. APPLICATION OF UNALLOCATED RESERVE BALANCES

The total growth-related net capital costs for each development area are reduced through the application of any unallocated reserve balances from the existing Area Specific Development Charges for these areas.

This is as prescribed in the D.C.A. and ensures that all available funding sources for growth-related works are applied before the calculation of the new development charges.

The available unallocated balances are shown in Appendix B.

E. DEVELOPMENT CHARGES EXPRESSED BY NET DEVELOPABLE HECTARE

The development charges are calculated by dividing the total growth-related net capital costs allocated to each development area by the net developable area (Net developable area was provided by the Infrastructure Planning and Development Engineering). Net developable area is as defined in the City's present Area Specific Development Charges By-laws. It includes the area of land in the development area net of all lands conveyed or to be conveyed to the City pursuant to the Planning Act and all lands to be conveyed to local boards, the Region of York, the Boards of Education, or the Ministry of Transportation for the construction of provincial highways. The use of net developable land area is a more equitable manner to compute the charges since those landowners with large portions of un-developable land are not penalized.

X. SUMMARY OF SERVICING COSTS BY DEVELOPMENT AREA

Table 2 summarizes all growth-related net capital costs in the development areas for which charges are recommended. In total, \$20.63 million in net capital costs is required to provide identified over-sized and other growth-related services to these areas. Construction costs for all services total \$14.33 million (69.5%), and credit carry forwards of \$6.29 million (30.5%).

X. SUMMARY OF SERVICING COSTS BY DEVELOPMENT AREA (continued)

Of the \$14.33 million identified for construction road over-sizing and related works, including construction of the Vogell bridge, total \$13.29 million (92.7%).

The following sections provide further review of the growth-related capital costs by development area:

A. BAYVIEW NORTH EAST DEVELOPMENT AREA

Table 3 summarizes all servicing costs for the Bayview North-east Development area (see Appendix A, Table 1, and the map at the back of the section for details). Total costs are estimated at \$7.33 million, of which \$ nil are base costs.

The capital cost for collector roads traffic signaling are estimated at \$1.04 million for this area.

Credit carry forwards of \$6.29 million are included for required services emplaced by developers for which development charges revenue is to come in.

B. HEADFORD DEVELOPMENT AREA – EXCLUDING STORM

Table 4 summarizes all servicing costs for the Headford – Excluding Storm development area (see Appendix A, Table 2, and the map at the back of the section for details). These estimates are based on storm water servicing plans for the area. Total capital costs are estimated at \$17.19 million, of which \$13.29 million are development allocation.

TABLE 2
CITY OF RICHMOND HILL
2024 AREA SPECIFIC DEVELOPMENT CHARGES STUDY
SUMMARY OF GROWTH-RELATED NET COSTS BY AREA

Development Area	Block No.	Total Costs (\$000)	Consulting Studies Costs (\$000)	Land Costs (\$000)	Collector Road Costs (\$000)	Watermain Costs (\$000)	Sanitary Sewer Costs (\$000)	Storm Drainage Costs (\$000)	Boundary Road Costs (\$000)	Credit Carryforwards Costs (\$000)
					(Note 1)	(Note 1)	(Note 1)	(Note 1)		(Note 1)
Bayview North East	20	7,336.57	-	-	1,040.00	-	-	-	-	6,296.57
Headford - Excluding Storm	21	13,299.32	-	-	13,299.32	-	-	-	-	-
TOTAL		20,635.90	-	-	14,339.32	-	-	-	-	6,296.57

Note 1: Construction costs include engineering costs (20%) and contingencies (10%)

TABLE 3
CITY OF RICHMOND HILL
AREA SPECIFIC DEVELOPMENT CHARGES STUDY
SUMMARY OF COSTS - BAYVIEW NORTH-EAST

Service Category	Total Costs	Base Construction Costs	Oversizing/ Growth Costs
Collector Roads	1,040,000	-	1,040,000
Water Mains and Appurtenances	-	-	-
Sanitary Sewers and Appurtenances	-	-	-
Storm Sewers and Appurtenances	-	-	-
Boundary Roads	-	-	-
Consulting Studies	-	-	-
Credit Carryforwards	6,296,573	-	6,296,573
TOTAL	7,336,573	-	7,336,573

* Costs include provision for land, engineering, design, and contingencies where appropriate.

TABLE 4

**CITY OF RICHMOND HILL
AREA SPECIFIC DEVELOPMENT CHARGES STUDY**

SUMMARY OF COSTS - HEADFORD - EXCLUDING STORM

Service Category	Total Costs	Base Construction Costs	Oversizing/ Growth Costs
Collector Roads	17,192,250	-	13,299,323
Water Mains and Appurtenances	-	-	-
Sanitary Sewers and Appurtenances	-	-	-
Storm Sewers and Appurtenances	-	-	-
Boundary Roads	-	-	-
Consulting Studies	-	-	-
Credit Carryforwards	-	-	-
TOTAL	17,192,250	-	13,299,323

* Costs include provision for land, engineering, design, and contingencies where appropriate.

XI. VARIATION IS EVIDENT IN THE AREA SPECIFIC DEVELOPMENT CHARGES

Prior to calculating the Area Specific Development Charges, the growth-related capital costs for each development area as presented above in Section IV are adjusted in those areas that have unallocated reserve balances from the existing development charges. This is as prescribed in the *D.C.A.* and ensures that all available funding sources for growth-related works are applied before the calculation of the new development charges. The available unallocated balances are shown in Appendix B.

The development charges are calculated for hard services by dividing the adjusted growth-related net capital costs allocated to each development area by the areas' net developable area (net developable area was provided by the Infrastructure Planning and Development Engineering).

Table 5 summarizes the resulting Area Specific Development Charges. For those development areas in which total updates have been undertaken, Blocks 20, and 21. The proposed charges of \$346,000 per hectare in Bayview North-east, and \$255,600 per hectare in the Headford Excluding Storm. The variation in the charges applicable to the development areas highlights the differences in servicing costs among areas and the benefit of the Area Specific approach as opposed to a more general City-wide average approach for these services.

For those areas in which sub-areas have been identified, Table 5 shows the overall charge that applies to all lands and separate development charges applicable to each sub-area. As noted previously, this refinement more closely aligns the costs required for works with their appropriate service area as is the case in the City's current By-laws.

In these areas the development charges will be "layered" with all development in the communities paying an overall charge for all services plus the appropriate layered charge.

It is recommended that the charges in Table 5 form the basis for revised Area Specific Development Charges By-Laws.

TABLE 5
 CITY OF RICHMOND HILL
 2024 AREA SPECIFIC DEVELOPMENT CHARGES STUDY SUMMARY
 OF DEVELOPMENT CHARGES BY DEVELOPMENT AREA

Development Area	Block No.	Total Growth-Related Costs (\$'000)	Unallocated Reserve Balances (\$'000)	Adjusted Growth-Related Costs (\$'000)	Net Developable Hectares	Development Charge per Net Ha. (\$)
Bayview North East	20	7,336.57	887.59	6,448.98	18.64	346,000
Headford - Storm North of Rouge	21	13,299.32	1,454.40	11,844.93	46.35	255,600

XII. RECOMMENDATIONS

1. That the City of Richmond Hill establish new Area Specific Development Charges as follows:

Block Number	Development Area	Charge
20	Bayview North-east	\$346,000 per net hectare
21	Headford - Excluding Storm	\$255,600 per net hectare

and that two (2) separate City of Richmond Hill Area Specific Development Charges By-Laws be enacted, one to govern each of the areas and sub-areas as set out above.

2. That the Area Specific Development Charges By-laws come into effect on the day of their passage.
3. That the Area Specific Development Charges By-laws have a ten year term, subject to Council's right to amend the By-laws during their tenure as necessary.
4. That the Area Specific Development Charges for hard service be assessed on the basis of net developable hectares for all development, both residential and non-residential.
5. That the City has incorporated the following changes into the new Area Specific Development Charges By-laws:

Timing of Calculation and Payment

The development charge shall be calculated as of, and shall be payable, on the date a building permit is issued in relation to a building or structure on land to which the development charge applies.

Development charges for rental housing development and institutional developments are due and payable in 6 installments commencing with the first installment payable on the date of occupancy, and each subsequent installment, including interest at a rate that is set out in the City's Development Charges Interest Policy, payable on the anniversary date each year thereafter.

Where the development of land results from the approval of a site plan or zoning by-law amendment received on or after January 1, 2020, and the approval of the application occurred within two years of building permit issuance, the development charges under subsection 6 shall be calculated on the rates set out in Schedule "B" on the date of the planning application, including interest. Where both planning applications apply development charges under subsection 6, shall be calculated on the rates, including interest rate set out in the City's Development Charges Interest Policy, payable on the anniversary date each year thereafter, set out in Schedule "B" on the date of the later planning application, including interest.

XII. RECOMMENDATIONS (continued)

Timing of Calculation and Payment (continued)

Notwithstanding the above an owner and the City may enter into an agreement respecting the timing of the payment of a development charge, or a portion thereof, and the terms of such agreement shall then prevail over the provisions of this By-law.

Redevelopment Credits:

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:

- 1) 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 by the number, according to type, of dwelling units that have been or will be demolished or converted to another principal use; and
- 2) 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 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. The 48-month time frame shall be calculated from the date of the issuance of the demolition permit.

The onus is on the applicant to produce evidence to the satisfaction of the City, acting reasonably, to establish the following:

- number of dwelling units that have been or will be demolished or converted to another principal use or;
- the non-residential gross floor area that has been or will be demolished or converted to another principal use; and
- 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.

XII. RECOMMENDATIONS (continued)

Redevelopment Credits: (continued)

Any building or structure that is determined to be derelict, or the equivalent of derelict by the Council of the City, shall be eligible for development charge credits if a building permit is issued for a building or structure on the lands previously occupied by the deemed derelict residential building or structure within 120 months or less of the issuance of demolition permit for the deemed derelict building or structure. The calculation of the development charge credit shall be made in accordance with the above, the total amount of which shall be based on the time that has passed between the date of issuance of the demolition permit and the date of issuance of the building permit as set out in the following table:

Number of Months from Date of Demolition Permit to Date of Building Permit Issuance	Credit Provided (%)
Up to and including 48 months	100
Greater than 48 months up to and including 72 months	75
Greater than 72 months up to and including 96 months	50
Greater than 96 months up to and including 120 months	25
Greater than 120 months	0

XII. RECOMMENDATIONS (continued)

Exemptions (*full or partial*):

a) Statutory exemptions:

- industrial building additions of up to and including 50% of the existing G.F.A. (defined in O. Reg. 82/98, section 1) of the building; for industrial building additions that exceed 50% of the existing G.F.A., only the portion of the addition in excess of 50% is subject to D.C.s (subsection 4 (3) of the D.C.A.);
- buildings or structures owned by and used for the purposes of any municipality, local board, or Board of Education (section 3);
- may add up to 2 apartments in an existing or new detached, semi-detached, or rowhouse (including in an ancillary structure);
- add one additional unit or 1% of existing units in an existing rental residential building;
- a university in Ontario that receives direct, regular, and ongoing operating funding from the Government of Ontario;
- affordable units, attainable units, and affordable inclusionary zoning units (to be in force at a later date);
- non-profit housing; and
- discount for rental housing units based on bedroom size (i.e., three or more bedrooms – 25% reduction, two bedrooms – 20% reduction, and all others – 15% reduction).

b) Non-statutory exemptions:

- buildings or structures to be used as a public hospital;
- the gross floor area of a place of worship up to a maximum of 464.5 square meters (5,000 square feet) 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; and
- The relocation of a residential heritage building within the boundaries of the City of Richmond Hill.

XII. RECOMMENDATIONS (continued)

Phase in:

As required by Bill 23, the calculated D.C. will be phased-in over a five-year period as follows:

- Year 1 – 80% of the maximum charge;
- Year 2 – 85% of the maximum charge;
- Year 3 – 90% of the maximum charge;
- Year 4 – 95% of the maximum charge; and
- Year 5 to expiry – 100% of the maximum charge.

Deferrals:

- a) Office buildings that are a minimum of four (4) storeys, above grade shall enter into a development charges deferral agreement with the City to defer D.C.s payable until the date that is 18 months after the earlier of:
- the date of the issuance of a permit authorizing occupation of the building; or
 - the date the building is first occupied.
- b) Office buildings that are a minimum of four (4) storeys, above grade, a minimum of 50,000 sq.ft., and located within Richmond Hill Centre, along Yonge street from Highway 7 to Major Mackenzie shall enter into a development charges deferral agreement with the City to defer D.C.s payable for the following durations:

Gross Floor Area Size Threshold	Duration of the Development Charges Deferral Available
Between 50,000 square feet and 150,000 square feet	5 years
Between 150,000 square feet and 250,000 square feet	10 years
Greater than 250,000 square feet and less than or equal to 400,000 square feet	15 years
Greater than 400,000 square feet	20 years

XII. RECOMMENDATIONS (continued)

Deferrals: (continued)

The policy will only be available on a first-come, first-served basis to the first 1.5 million sq.ft. of GFA that enters into the D.C. deferral agreements.

- c) Lands owned by non-profit organizations (NPOs), or leased lands where the land owner has consented to register the deferral agreement on title and agrees to pay the deferred amount shall enter into a deferral agreement with the City to have D.C.s not exceeding a maximum of \$2 million (at time of approval) deferred until the date that is a maximum of 5 years after the earlier of:
- the date of the issuance of a permit authorizing occupation of the building; or
 - the date the building is first occupied.

Indexing:

Indexing of the D.C.s shall be implemented on a mandatory basis annually commencing on July 1, 2024, and each July 1st thereafter, in accordance with the Statistics Canada Quarterly, Non-Residential Building Construction Price Index (Table 18-10-0276-02)¹ for the most recent year-over-year period.

Impact of Deferrals and Exemptions on Development Charges:

Shortfall of development charges collections as a direct result from development charges policies and recommendations, requires other municipal capital funding sources, in order to help ensure that the necessary infrastructure and amenities are installed.

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

APPENDIX A - DETAILS OF COSTS BY AREA

TAB

- 1 Bayview North-east Development Area
- 2 Headford – Excluding Storm Development Area

APPENDIX A
TABLE 1
CITY OF RICHMOND HILL
AREA SPECIFIC DEVELOPMENT CHARGES STUDY - GROWTH RELATED WORKS

BAYVIEW NORTH-EAST (DC 2024) - SITE SPECIFIC AREA

ITEM DESCRIPTION (1)	UNIT OF MEASURE (2)	ITEM QUANTITY (3)	UNIT PRICE (4)	TOTAL COST (5)	UNIT BASE COST (6)	TOTAL BASE COST (7)	OVERSIZING COST (8)	DEVELOPMENT NET AREA ALLOCATION % (9)	COST (10)	NOTES (11)
A: COLLECTOR ROADS										
NEW CONSTRUCTION										
Nil	M	-	-	-	-	-	-	100%	-	
SUB-TOTAL - NEW CONSTRUCTION - COLLECTOR ROADS				-		-	-		-	
COLLECTOR ROAD INTERSECTIONS										
13 Traffic Signals	L.S.	1	400,000	400,000	-	-	400,000	100%	400,000	
24 Traffic Signals	L.S.	1	400,000	400,000	-	-	400,000	100%	400,000	
SUB-TOTAL - COLLECTOR ROAD INTERSECTIONS				800,000		-	800,000		800,000	
Nil	M	-	-	-	-	-	-	100%	-	
SUB-TOTAL - WIDENINGS AND IMPROVEMENTS OF EXISTING ROADS				-		-	-		-	
SUB - TOTAL COLLECTOR ROADS				800,000		-	800,000		800,000	
CONTINGENCIES	20.00%			160,000		-	160,000		160,000	
ENGINEERING	10.00%			80,000		-	80,000		80,000	
TOTAL - CONSTRUCTION				1,040,000		-	1,040,000		1,040,000	
LAND REQUIREMENTS										
Nil	HA	-	-	-	-	-	-	100%	-	
TOTAL - LAND REQUIREMENTS				-		-	-		-	
TOTAL - COLLECTOR ROADS				1,040,000		-	1,040,000		1,040,000	
B: WATERMAINS & APPURTENANCES										
CONSTRUCTION										
Nil	M	-	-	-	-	-	-	100%	-	
SUB-TOTAL - WATERMAINS & APPURTENANCES				-		-	-		-	
CONTINGENCIES	20.00%			-		-	-		-	
ENGINEERING	10.00%			-		-	-		-	
TOTAL - CONSTRUCTION				-		-	-		-	
LAND REQUIREMENTS										
Nil	HA	-	-	-	-	-	-	100%	-	
TOTAL LAND REQUIREMENTS				-		-	-		-	
TOTAL - WATERMAINS & APPURTENANCES				-		-	-		-	
C: SANITARY SEWERS & APPURTENANCES										
CONSTRUCTION										
Nil	M	-	-	-	-	-	-	100%	-	
SUB-TOTAL - SANITARY SEWERS & APPURTENANCES				-		-	-		-	
CONTINGENCIES	20.00%			-		-	-		-	
ENGINEERING	10.00%			-		-	-		-	
TOTAL - CONSTRUCTION				-		-	-		-	
LAND REQUIREMENTS										
Nil	M	-	-	-	-	-	-	100%	-	
TOTAL LAND REQUIREMENTS				-		-	-		-	
TOTAL - SANITARY SEWERS & APPURTENANCES				-		-	-		-	

APPENDIX A
TABLE 1
CITY OF RICHMOND HILL
AREA SPECIFIC DEVELOPMENT CHARGES STUDY - GROWTH RELATED WORKS

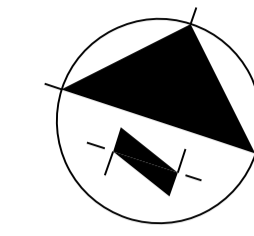
BAYVIEW NORTH-EAST (DC 2024) - SITE SPECIFIC AREA

ITEM DESCRIPTION (1)	UNIT OF MEASURE (2)	ITEM QUANTITY (3)	UNIT PRICE (4)	TOTAL COST (5)	UNIT BASE COST (6)	TOTAL BASE COST (7)	OVERSIZING COST (8)	DEVELOPMENT NET AREA ALLOCATION % (9)	COST (10)	NOTES (11)
D: STORM SEWERS & APPURTENANCES										
CONSTRUCTION										
Nil	HA	-	-	-	-	-	-	100%	-	
SUB-TOTAL - STORM SEWERS & APPURTENANCES				-		-	-		-	
CONTINGENCIES 20.00%				-		-	-		-	
ENGINEERING 10.00%				-		-	-		-	
TOTAL - CONSTRUCTION				-		-	-		-	
LAND REQUIREMENTS										
Nil	HA	-	-	-	-	-	-	100%	-	
TOTAL LAND REQUIREMENTS				-		-	-		-	
TOTAL - STORM SEWERS & APPURTENANCES				-		-	-		-	
E: BOUNDARY ROADS										
CONSTRUCTION										
Nil	M	-	-	-	-	-	-	100%	-	
SUB-TOTAL - BOUNDARY ROADS				-		-	-		-	
CONTINGENCIES 20.00%				-		-	-		-	
ENGINEERING 10.00%				-		-	-		-	
TOTAL - BOUNDARY ROADS				-		-	-		-	
F: VALLEY LAND IMPROVEMENTS										
CONSTRUCTION										
Nil	M	-	-	-	-	-	-	100%	-	
SUB-TOTAL - VALLEY LAND IMPROVEMENTS				-		-	-		-	
CONTINGENCIES 20.00%				-		-	-		-	
ENGINEERING 10.00%				-		-	-		-	
TOTAL - VALLEY LAND IMPROVEMENTS				-		-	-		-	
G: CONSULTING STUDIES										
STUDIES										
Nil	LS	-	-	-	-	-	-	100%	-	
TOTAL - CONSULTING STUDIES				-		-	-		-	
H: DC CREDIT CARRYFORWARDS										
DEVELOPERS										
TOTAL - DC CREDIT CARRYFORWARDS				-		-	-		-	

APPENDIX A
TABLE 1
CITY OF RICHMOND HILL
AREA SPECIFIC DEVELOPMENT CHARGES STUDY - GROWTH RELATED WORKS

BAYVIEW NORTH-EAST (DC 2024) - SITE SPECIFIC AREA

ITEM DESCRIPTION (1)	UNIT OF MEASURE (2)	ITEM QUANTITY (3)	UNIT PRICE (4)	TOTAL COST (5)	UNIT BASE COST (6)	TOTAL BASE COST (7)	OVERSIZING COST (8)	DEVELOPMENT NET AREA ALLOCATION % (9)	COST (10)	NOTES (11)
SUMMARY										
CONSTRUCTION										
ROAD WORKS				800,000		-	800,000		800,000	
WATERMANS & APPURTENANCES				-		-	-		-	
SANITARY SEWERS & APPURTENANCES				-		-	-		-	
STORM SEWERS & APPURTENANCES				-		-	-		-	
BOUNDARY ROAD WORKS				-		-	-		-	
VALLEY LAND IMPROVEMENTS				-		-	-		-	
SUB-TOTAL				800,000		-	800,000		800,000	
CONTINGENCIES	20.00%			160,000		-	160,000		160,000	
ENGINEERING	10.00%			80,000		-	80,000		80,000	
TOTAL CONSTRUCTION				1,040,000		-	1,040,000		1,040,000	
LAND										
LAND FOR ROAD WORKS	HA	-		-		-	-		-	
LAND FOR WATERMAIN WORKS	HA	-		-		-	-		-	
LAND FOR SANITARY SEWER WORKS	HA	-		-		-	-		-	
LAND FOR STORM SEWER WORKS	HA	-		-		-	-		-	
TOTAL - LAND				-		-	-		-	
CONSULTING STUDIES										
STUDIES				-		-	-		-	
TOTAL - CONSULTING STUDIES				-		-	-		-	
DC CREDIT CARRY FORWARDS										
CARRYFORWARDS				6,296,573		-	6,296,573		6,296,573	
TOTAL - DC CREDIT CARRY FORWARDS				6,296,573		-	6,296,573		6,296,573	
OVERALL TOTALS				7,336,573		-	7,336,573		7,336,573	



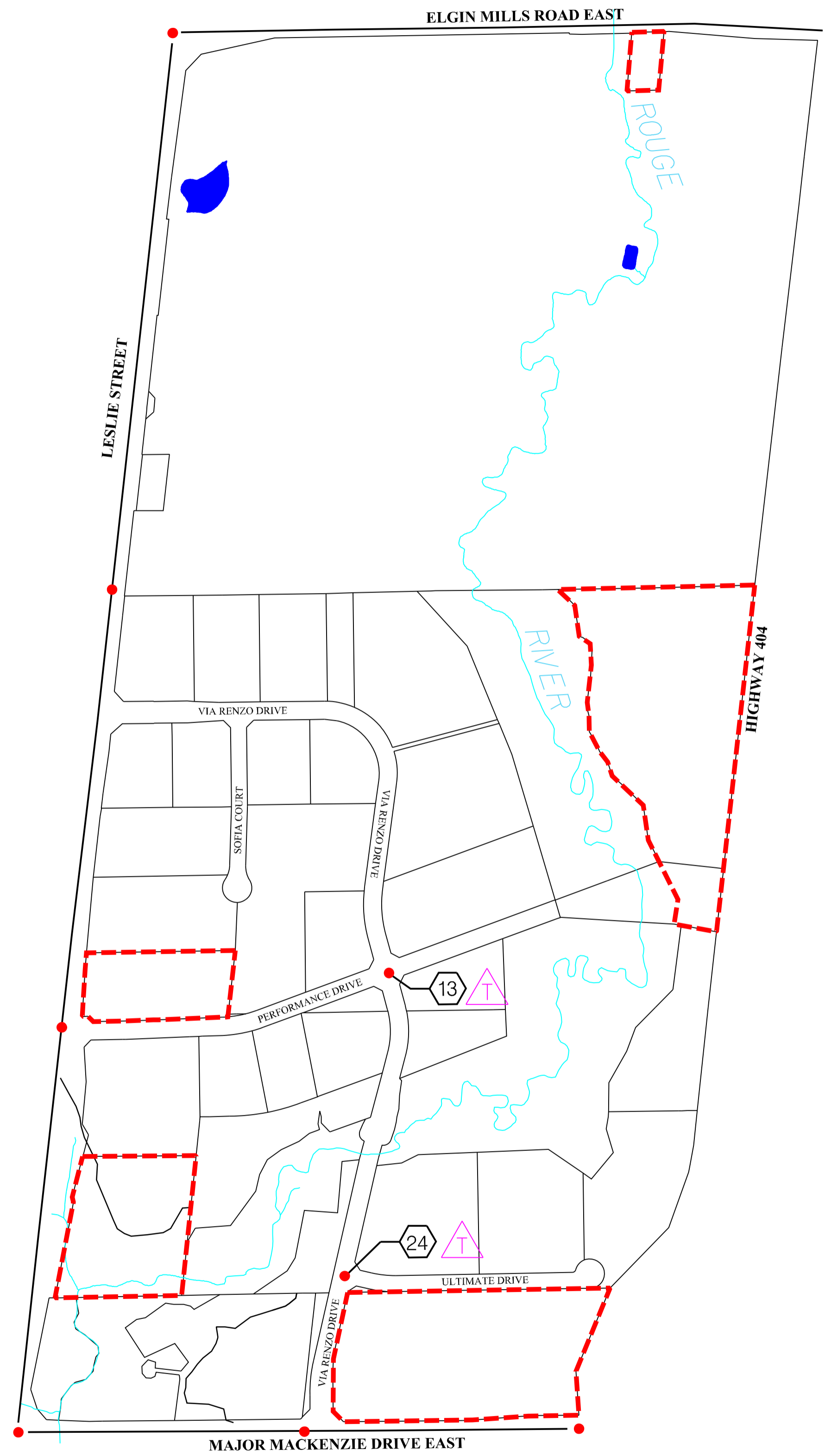
DEVELOPMENT CHARGES

Bayview North East
Site Specific Area
All Services

Sheet 1 of 1
Block No. 20

LEGEND

Boundary of Lands Included In By-Law	
Water Course	
Existing Roads	
Proposed Roads	
Node number and location	
Service Route and Length in metres	
Boundary Rd/service Sidewalk-Lighting-Landscape	BR/SW-LT-LS
Road Reconstruction	RR
Collector Rd/ ROW width in metres	CR/23
Watermain/ size in mm	WM/300
Sanitary Sewer/ size in mm	SA/300
Storm Sewer/ size in mm	ST/750
Stormwater Facility	
Grit / Oil Removal	
Bridge or Culvert	
Traffic Signals	
Intersection Improvements	
Intersection Works	
Area Within Boundary But Excluded From By-Law	



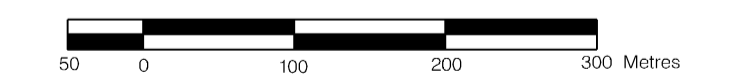
Date: 2023-12-06

Drawn by: JW

Chkd: JW

Municipal Services Node Location Plan

1:5000



The City of Richmond Hill



225 East Beaver Creek Road
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INFRASTRUCTURE AND
ENGINEERING SERVICES

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APPENDIX A
TABLE 2
CITY OF RICHMOND HILL
AREA SPECIFIC DEVELOPMENT CHARGES STUDY - GROWTH RELATED WORKS

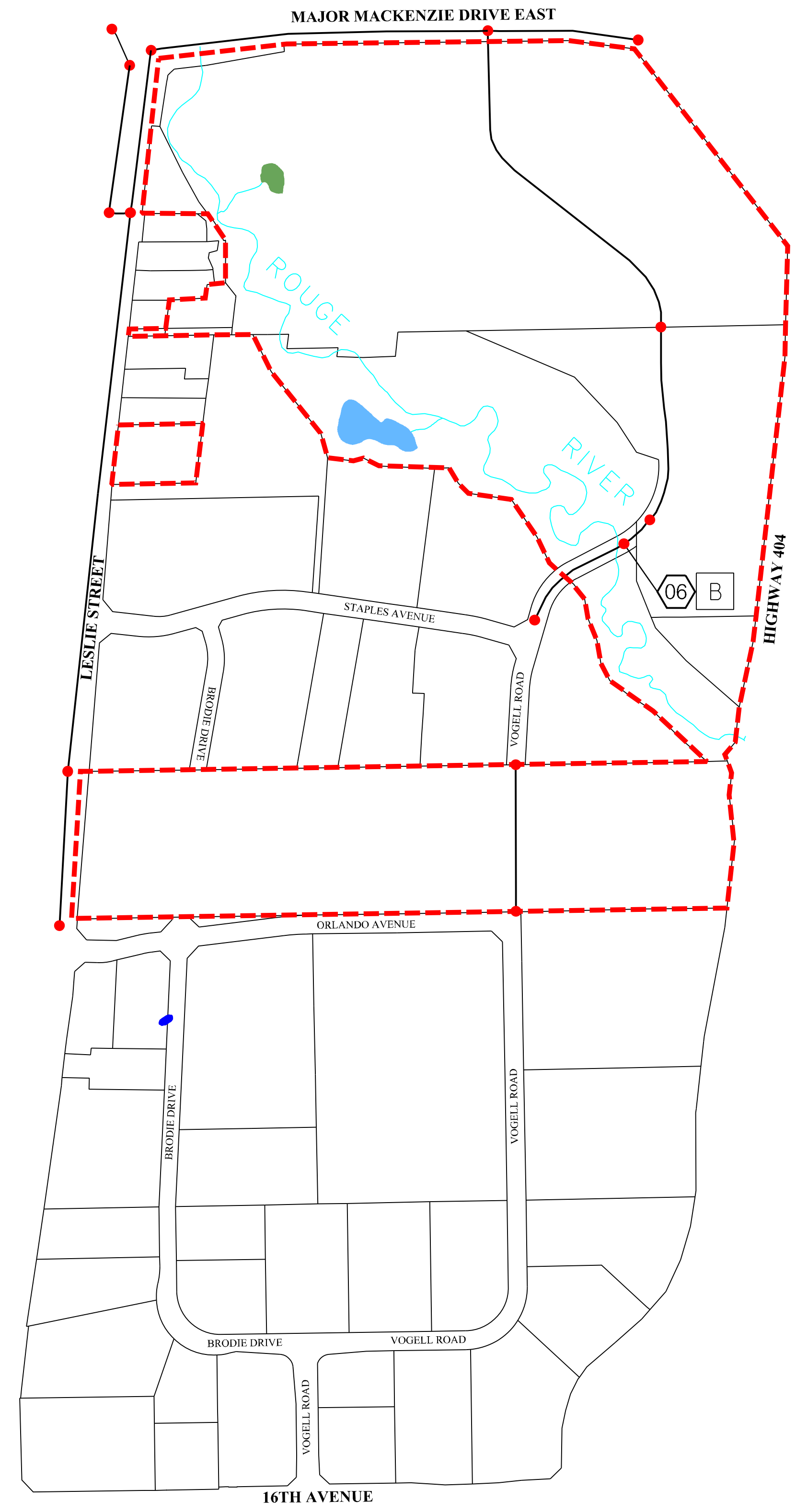
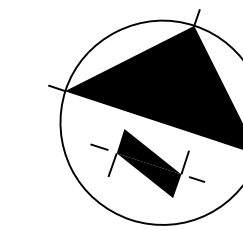
HEADFORD (DC 2024) - EXCLUDING STORM

ITEM DESCRIPTION (1)	UNIT OF MEASURE (2)	ITEM QUANTITY (3)	UNIT PRICE (4)	TOTAL COST (5)	UNIT BASE COST (6)	TOTAL BASE COST (7)	OVERSIZING COST (8)	DEVELOPMENT AREA ALLOCATION % (9)	COST (10)	NOTES (11)	
A: COLLECTOR ROADS											
NEW CONSTRUCTION											
06 Vogell Road Bridge Crossing	L.S.	1	13,224,808	13,224,808	-	-	13,224,808	77%	10,230,249	Based on SCS Cost Estimate from land owners group	
SUB-TOTAL - NEW CONSTRUCTION - COLLECTOR ROADS				13,224,808	-	-	13,224,808		10,230,249		
COLLECTOR ROAD INTERSECTIONS											
Nii	L.S.			-	-	-	-		-		
SUB-TOTAL - COLLECTOR ROAD INTERSECTIONS											
WIDENINGS AND IMPROVEMENTS OF EXISTING ROADS											
Nii	M			-	-	-	-		-		
SUB-TOTAL - WIDENINGS AND IMPROVEMENTS OF EXISTING ROADS									-		
SUB - TOTAL COLLECTOR ROADS				13,224,808	-	-	13,224,808		10,230,249		
CONTINGENCIES				2,644,962	-	-	2,644,962		2,046,050		
ENGINEERING				1,322,481	-	-	1,322,481		1,023,025		
TOTAL - CONSTRUCTION				17,192,250			17,192,250		13,299,323		
LAND REQUIREMENTS											
Nii	HA			-	-	-	-		-		
TOTAL - LAND REQUIREMENTS									-		
TOTAL - COLLECTOR ROADS				17,192,250			17,192,250		13,299,323		
B: WATERMAINS & APPURTENANCES											
CONSTRUCTION											
Nii	M			-	-	-	-	100%	-		
SUB-TOTAL - WATERMAINS & APPURTENANCES									-		
CONTINGENCIES									-		
ENGINEERING									-		
TOTAL - CONSTRUCTION									-		
LAND REQUIREMENTS											
Nii	HA			-	-	-	-	100%	-		
TOTAL LAND REQUIREMENTS									-		
TOTAL - WATERMAINS & APPURTENANCES									-		
C: SANITARY SEWERS & APPURTENANCES											
CONSTRUCTION											
Nii	M			-	-	-	-	100%	-		
SUB-TOTAL - SANITARY SEWERS & APPURTENANCES									-		
CONTINGENCIES									-		
ENGINEERING									-		
TOTAL - CONSTRUCTION									-		
LAND REQUIREMENTS											
Nii	HA			-	-	-	-	100%	-		
TOTAL LAND REQUIREMENTS									-		
TOTAL - SANITARY SEWERS & APPURTENANCES									-		
D: STORM SEWERS & APPURTENANCES											
CONSTRUCTION											
Nii	M			-	-	-	-	100%	-		
SUB-TOTAL - STORM SEWERS & APPURTENANCES									-		
CONTINGENCIES									-		
ENGINEERING									-		
TOTAL - CONSTRUCTION									-		
LAND REQUIREMENTS											
Nii	HA			-	-	-	-	100%	-		
TOTAL LAND REQUIREMENTS									-		
TOTAL - STORM SEWERS & APPURTENANCES									-		

APPENDIX A
TABLE 2
CITY OF RICHMOND HILL
AREA SPECIFIC DEVELOPMENT CHARGES STUDY - GROWTH RELATED WORKS

HEADFORD (DC 2024) - EXCLUDING STORM

ITEM DESCRIPTION (1)	UNIT OF MEASURE (2)	ITEM QUANTITY (3)	UNIT PRICE (4)	TOTAL COST (5)	UNIT BASE COST (6)	TOTAL BASE COST (7)	OVERSIZING COST (8)	DEVELOPMENT AREA ALLOCATION % (9)	COST (10)	NOTES (11)
E: BOUNDARY ROADS										
Nil	M	-	-	-	-	-	-	100%	-	
SUB-TOTAL - BOUNDARY ROADS				-		-	-		-	
CONTINGENCIES	20.00%			-		-	-		-	
ENGINEERING	10.00%			-		-	-		-	
TOTAL - BOUNDARY ROADS				-		-	-		-	
F: CONSULTING STUDIES										
STUDIES										
Consulting Studies	L.S.	-	-	-	-	-	-	100%	-	
TOTAL - CONSULTING STUDIES				-		-	-		-	
G: DC CREDIT CARRYFORWARDS										
DEVELOPERS	L.S.	-	-	-	-	-	-	100%	-	
TOTAL - DC CREDIT CARRYFORWARDS				-		-	-		-	
SUMMARY										
CONSTRUCTION										
ROAD WORKS		-	-	13,224,808		-	13,224,808		10,230,249	
CONTINGENCIES		-	-	2,644,962		-	2,644,962		2,046,050	
ENGINEERING		-	-	1,322,481		-	1,322,481		1,023,025	
TOTAL - LAND REQUIREMENTS		-	-	-		-	-		-	
TOTAL COLLECTOR ROADS									13,299,323	
WATERMAINS & APPURTENANCES										
SUB-TOTAL - WATERMAINS & APPURTENANCES		-	-	-		-	-		-	
CONTINGENCIES		-	-	-		-	-		-	
ENGINEERING		-	-	-		-	-		-	
TOTAL WATERMAINS									-	
TOTAL - BOUNDARY ROADS		-	-	-		-	-		-	
OVERALL TOTALS				-		-	-		13,299,323	



DEVELOPMENT CHARGES

Headford
Excluding Storm
All Services

Sheet 1 of 1
Block No. 21

LEGEND

- Boundary of Lands Included in By-Law - - - - -
- Water Course ~~~~~
- Existing Roads
- Proposed Roads
- Node number and location 15
- Service Route and Length in metres ●-----● 250 m
- Boundry Rd/service Sidewalk-Lighting-Landscape BR/SW-LT-LS
- Road Reconstruction RR
- Collector Rd/ ROW width in metres CR/23
- Watermain/ size in mm WM/300
- Sanitary Sewer/ size in mm SA/300
- Storm Sewer/ size in mm ST/750
- Stormwater Facility S
- Grit / Oil Removal G
- Bridge or Culvert B
- Traffic Signals T
- Intersection Improvements I
- Intersection Works W
- Area Within Boundary But Excluded from By-Law

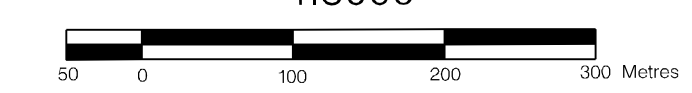
Date: 2023-12-14

Drawn by: JW

Chkd: JW

Municipal Services Node Location Plan

1:5000



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INFRASTRUCTURE AND
ENGINEERING SERVICES

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APPENDIX B - UNALLOCATED BALANCES

APPENDIX B
CITY OF RICHMOND HILL
2024 AREA SPECIFIC DEVELOPMENT CHARGES STUDY
UNALLOCATED RESERVE FUND BALANCES BY DEVELOPMENT AREA

Development Area	Block Number	Unallocated Reserves				Total
		General (\$000)	Boundary (\$000)	Consulting (\$000)	Local Road (\$000)	
Bayview North East	20	887.59	-	-	-	887.59
Headford - Excluding Storm	21	1,454.40	-	-	-	1,454.40
TOTAL		2,341.98	-	-	-	2,341.98

* Unallocated reserve fund balances based on preliminary 2022 financial results.

APPENDIX C – LOCAL SERVICE POLICY

Draft Local Service Policy

This draft policy sets out the City's General Policy Guidelines on Development Charges (D.C.) and local service funding for Services related to a Highway, Stormwater Management, Watermains, Sanitary Sewers, the Greenway and Open Space Blocks, and Parks and Recreational Trails. The guidelines outline, in general terms, the size and nature of infrastructure that is included in the study as a development charge project, versus infrastructure that is considered as a local service, to be emplaced separately by landowners, pursuant to a development agreement.

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

General Assumptions

- a) All background information provided by private professional consultants or other agencies is complete and accurate. Although data submitted from external sources was crosschecked, detailed verification of information provided by others was not part of this study.
- b) All growth related services normally provided by the Region of York, such as regional roads, traffic signals at regional road intersections, trunk transmission sewers, trunk transmission watermains, water system storage and trunk pumping facilities, will be included in the appropriate Region of York by-laws, and, therefore, are excluded from the City's cost estimates and the City's local service policy. The cost of certain other works within regional road allowances are the responsibility of the City.

- c) The costs of the services shared by two or more development areas are shared on a pro-rata calculation based on population projections. Industrial and commercial areas are based on “equivalent population”.
- d) Markups of 20% for contingencies, 10% for engineering and should be added to the net construction costs where appropriate.
- e) Construction costs are calculated based on the appropriate unit costs as of November 2023.
- f) All costs estimated prior to November 2023 are to be updated to November 2023 using appropriate inflation factors. In accordance with the index of Statistic Canada Quarterly Construction Price Statistics.
- g) The cost of service connections to individual properties will not be included in the cost.
- h) Detailed analysis of collector road, water supply, and sanitary sewage and storm drainage systems is not part of this study. The size and location of collector roads, trunk watermains, trunk sanitary sewers, trunk storm sewers and appurtenant works for areas without detailed studies, such as master servicing plans, will be estimated on the basis of experience in similar existing areas.

A. SERVICES RELATED TO A HIGHWAY

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

The associated infrastructure to achieve this concept shall include, but is not limited to: road pavement structure and curbs; grade separation/bridge structures (for any vehicles, railways and/or pedestrians); grading, drainage and retaining wall features; culvert structures; stormwater drainage systems; sanitary sewers; water mains; utilities; traffic control systems; signage; gateway features; street furniture; active transportation facilities (e.g. sidewalks, bike lanes, cycle tracks, bike boulevards, and multi-use trails); structures/crossings, transit lay-bys and associated transit facilities; at-grade rail crossing features; traffic calming; roadway illumination systems; boulevard and median surfaces (e.g. sod & topsoil, paving, etc.); street trees and landscaping; parking lanes & lay-bys; and driveway entrances; noise attenuation systems; railings and safety barriers.

Laneways, Local and Collector Roads

Laneways, local and collector roads including those that are identified to support future growth in the City of Richmond Hill's approved policy documents, and studies including, such as The Official Plan, Secondary and Tertiary Plans (inclusive of supporting Transportation Studies), the Transportation Master Plan, and the Urban Master Environmental Servicing Plan, will be considered as follows:

- a) All Laneways including new and existing infrastructure upgrades are considered to be the developer's direct responsibility.
- b) Local roads both new and existing infrastructure upgrades, inclusive of all land and associated infrastructure – direct developer responsibility under s.59 of the D.C.A. as a local service.
- c) Collector roads both new and existing infrastructure upgrades internal to development, inclusive of all land and associated infrastructure – direct developer responsibility under s.59 of the D.C.A. as a local service.
- d) New collector roads external to development, inclusive of all land and associated infrastructure shall be included in D.C. calculation to the extent permitted under s.5(1) of the D.C.A. (dependent on local circumstances).

- e) Upgrades to existing Collector Roads External to Development, inclusive of all associated infrastructure, included in D.C. calculation to the extent permitted under s.5(1) of the D.C.A. (dependent on local circumstances).
- f) If a development results in the accelerated deterioration or failure to pavement infrastructure as a result of construction activities the costs of addressing such failures may be considered a local service requirement when the roadway is internal to a development or directly related to access the development site. If the development impacts are cumulative across an area that result in the failure then a share of the cost of remediation maybe deemed eligible for development charge funding. If post construction traffic volumes are greater than the pre-existing pavement structure can accommodate then a share of the cost of remediation maybe deemed eligible for development charge funding.

Arterial Roads

- a) New, widened, extended or upgraded arterial roads, inclusive of all associated infrastructure: Included as part of road costing funded through D.C.A., s.5(1).
- b) Land acquisition for arterial roads on existing rights-of-way to achieve a complete street: dedication under the Planning Act provisions (s. 41, 51 and s. 53) through development lands; in area with limited or no development is anticipated, and direct dedication is unlikely, the land acquisition is considered to be part of the capital cost of the related DC project. Where property requirements are not identified in the City's Official Plan, requirements may otherwise be defined through the completion of studies and/or environmental assessment.
- c) Land acquisition for arterial roads on new rights-of-way to achieve a complete street: dedication, where possible, under the Planning Act provisions (s. 51 and s. 53) through development lands up to the ROW specified in the Official Plan.
- d) Land acquisition beyond normal dedication requirements to achieve transportation corridors as services related to highways including grade separation infrastructure for the movement of pedestrians, cyclists, included in D.C.'s.

Traffic Control Systems, Signals, Traffic Calming, and Intersection Improvements

- a) On new arterial roads and arterial road improvements unrelated to a specific development: included as part of road costing funded through D.C.'s.
- b) On non-arterial roads, or for any private site entrances or entrances to specific development that are not identified within the Transportation Master Plan: direct developer responsibility under s.59 of D.C.A. (as a local service).
- c) Intersection improvements, new or modified signalization, signal timing & optimization plans, and traffic calming measures, attributed to growth and unrelated to a specific development: included in D.C. calculation as permitted under s.5(1) of the D.C.A.

Streetlights

- a) Streetlights on new arterial roads and arterial road improvements: considered part of the complete street and included as part of the road costing funded through D.C.'s, or in exceptional circumstances, may be direct developer responsibility through local service provisions (s.59 of D.C.A.). Exceptional includes, but not limited to any streetlight infrastructure that exceeds City standards and specifications. In addition, relocation of existing streetlights and/or hydro pole infrastructure may be direct developer responsibility.
- b) Streetlights on non-arterial roads internal to development: considered part of the complete street and included as a direct developer responsibility under s. 59 of the D.C.A. (as a local service).
- c) Streetlights on local roads external to development: considered part of the complete street and included as a direct developer responsibility under s. 59 of the D.C.A. (as a local service).
- d) Streetlights on collector roads external to development: considered part of the complete street and included in D.C. calculation as permitted under s.5(1) of the D.C.

Active Transportation Related Pedestrian and Cycling Facilities

- a) Active transportation facilities including: sidewalks, multi-use paths, cycle tracks, and bike lanes, inclusive of all required infrastructure (including end-of-trip facilities), located within arterial roads, Regional roads and provincial highway corridors: considered part of the complete street and included in D.C., or, in exceptional circumstances, may be direct developer responsibility through local service provisions (s.59 of D.C.A.). Exceptional includes, but not limited to active transportation, and cycling facilities that exceeds the City's specification (e.g. construction material type). In addition, relocation of existing Active Transportation infrastructure and facilities may be direct developer responsibility.
- a) Active transportation facilities including: sidewalks, shared or dedicated cycling facilities (including but not limited to multi- use paths, cycle tracks, bike lanes, and bike boulevards), inclusive of all required infrastructure, located within or linking to non-arterial road corridors internal to development: considered direct developer responsibility through local service provisions (s.59 of D.C.A.).
- b) Sidewalks on local roads external to development: consider direct developer responsibility through local service provision (s.59 of D.C.A.).
- c) Sidewalks on collector roads external to development: consider included in D.C. calculation as permitted under s.5(1) of the D.C.A.
- d) Cycling facilities (including but not limited to multi- use paths, cycle tracks, bike lanes, and bike boulevards) external to development: consider included in D.C. calculation as permitted under s.5(1) of the D.C.A.
- e) Multi-use trails (not associated with a road), inclusive of all land and required infrastructure, including but not limited to bridges along a multi-use trail that go beyond the function of a recreational trail (see Section F), and form part of the municipality's active transportation network for cycling and/or walking: consider included in D.C. calculation as permitted under s.5(1) of the D.C.A.

Noise Abatement Measures

- a) Noise abatement measures external and internal to development where it is related to, or a requirement of a specific development: direct developer responsibility under s.59 of D.C.A. (as a local service).
- b) Noise abatement measures on new arterial roads, and arterial road improvements abutting an existing community, and unrelated to a specific development: consider included in D.C. calculation as permitted under s.5(1) of the D.C.A.

Grade Separation, Bridge Structures and Crossings including Highway 404 Flyovers

- a) Bridge structures and crossings on local roads or laneways direct developer responsibility under s.59 of D.C.A. (as a local service).
- b) Bridge structures and crossings on collector roads internal to development: direct developer responsibility under s.59 of D.C.A. (as a local service). If the need of the structure is partially driven by city-wide growth, then a share of the cost of the structure may be deemed eligible for development charge funding.
- c) Bridge structures and crossings on boundary roads included in D.C. calculation as permitted under s.5(1) of the D.C.A.
- b) Bridge structures and crossings on collector roads external to development: consider included in D.C. calculation as permitted under s.5(1) of the D.C.A. If the need of the structure is partially driven by development, then a share of the cost of the structure may be deemed a direct developer responsibility. For example, a bridge crossing external to a development that is strategically important to facilitate the full development potential. Transportation analysis would be performed to assess costs attributed to the benefiting development vs. City-wide benefit.
- d) Bridge structures and crossing on arterial roads consider included in D.C. calculation as permitted under s.5(1) of the D.C.A.
- e) Regional and City grade separations and mid-block crossings including highway 404 flyovers consider included in D.C. calculation as permitted under s.5(1) of the D.C.A.

Land acquisition for associated to items c) through f) (above) (beyond normal dedication requirements) is considered to be part of the capital cost of the related DC project. Specific property requirements are governed by requirements under the City's Official Plan, or as otherwise may be defined through the completion of studies and/or environmental assessments.

Storm Sewers

- a) A developer will be solely responsible for the cost and implementation of new or upgraded sewer infrastructure, either internal or external, that are required to adequately service a specific development in accordance with applicable City policies, standards and criteria.
- b) If a sewer upgrade is required due to additional flows from the development based on an analysis completed in accordance with all City policies, guidelines, standards and criteria then the developer will be responsible for the cost of the sewer upgrade.
- f) New and upgrade to existing storm sewers inclusive of all associated costs that are identified though the Urban Master Environmental Servicing Plan (UMESP) are included in D.C. calculation as permitted under s.5(1) of the D.C.A.
- c) The gross unit prices for storm sewers used in the cost schedules will include the cost of appurtenances such as maintenance holes. Stream enclosures are not considered as trunk storm sewers and therefore, are not included in the City's estimates.

B. STORMWATER MANAGEMENT

- a) Stormwater facilities for quality and/or quantity works, including downstream erosion works, inclusive of land and all associated infrastructure, such as landscaping and perimeter fencing, required to service a specific development, either internal or external, are a direct developer responsibility under s.59 of D.C.A. (as a local service).
- b) Stormwater quality and/or quantity management works outlined in the Stormwater Management Master Plan, including works recommended from subsequent Environmental Assessment for projects identified in the Stormwater Management Master Plan, are DC projects.
- c) Over-sizing cost of stormwater facilities capacity, excluding land, to accommodate runoff from new, widened, extended or upgraded arterial roads that are funded as a development charges project to be including as part of the road costing funded through D.C.'s.
- d) Erosion works, inclusive of all restoration requirements, related to a development application is a direct developer responsibility under s.59 of D.C.A. (as a local service).

C. WATERMANS

- a) New or expanded local pumping stations, including upgrades identified through a development proposal, servicing a localized area, and needs (specific development) are a local service and a direct developer responsibility.

- b) A developer will be solely responsible for the cost and implementation of new or upgraded sewer infrastructure, either internal or external, that are required to adequately service a specific development in accordance with applicable City policies, standards and criteria.
- c) Connections to transmission watermains, and pumping stations to service specific areas are considered to be a direct developer responsibility.
- d) All other watermains are considered a direct developer responsibility including all required looping to service the development lands.
- e) Watermain projects required for intensification growth or strategic projects that benefit growth beyond the development area will be included in the DC calculation.
- f) New and upgrades to existing watermain and all associated costs that have been identified through the Urban Master Environmental Servicing Plan (UMESP) are included in D.C. calculation as permitted under s.5(1) of the D.C.A.
- g) The City may, at its sole discretion, deem that a watermain that is internal to development provides an area-wide benefit that may be funded in whole or in part through DCs.

D. SANITARY SEWERS

- a) A developer will be solely responsible for the cost and implementation of new or upgraded sewer infrastructure, either internal or external, that are required to adequately service a specific development in accordance with applicable City policies, standards and criteria.
- b) If a sewer upgrade is required due to additional flows from the development based on an analysis completed in accordance with all City policies, guidelines, standards, and criteria, then the developer will be responsible for the cost of the sewer upgrade.
- c) New and upgrades to existing sanitary sewers and all associated costs that have been identified through the Urban Master Environmental Servicing Plan (UMESP) are included in D.C. calculation as permitted under s.5(1) of the D.C.A.
- d) A sanitary sewer, of any size, required to connect a specific development to a pumping station to service development, is considered the sole responsibility of a developer.
- e) New or expanded local pumping stations including upgrades identified through a development proposal, to service a specific development in addition to any existing service area, are local service and a direct development responsibility.

E. GREENWAY SYSTEM (KEY NATURAL HERITAGE FEATURES, KEY HYDROLOGIC FEATURES, MINIMUM VEGETATION PROTECTION ZONES (BUFFERS)) AND OPEN SPACE BLOCKS

- a) The costs of developing (i.e. protecting, monitoring, enhancing and/or expanding) the elements of the Greenway System, Open Space blocks and other remnant pieces of land conveyed to the City or other public agency shall be a direct developer responsibility as a local service. Such costs include but are not limited to:
 - i. Grading (in Open Space Blocks), sodding, seeding, supplying and spreading of fertile topsoil (to the City's required depth and specification), landscape features, perimeter fencing and related amenities, and all plantings (including naturalization, restoration and/or enhancement plantings in minimum vegetation protection zones to key natural heritage features and/or key hydrologic features).
 - ii. Restoration planting and enhancement projects (as required by the City or authorities having jurisdiction), as a result of the impact of the development.
 - iii. Landscape enhancements provided in support of the City's Interim Growth Management Strategy/Sustainability Metrics program.
 - iv. Perimeter fencing to the City standard located on the public property side of the property line adjacent land uses (residential, or non-residential) as required by the City, or other approval authority.

F. PARKS AND RECREATIONAL TRAILS

Recreation Trails

- a) Recreational trails that do not form part of the City's active transportation network, and their associated infrastructure (landscaping, bridges, trail surface, etc.), are included in the D.C.

Park Development

- b) Park Development for Destination Parks, Community Parks, Neighborhood Parks (Local Parks and Parkettes), Linear Parks, and Urban Squares - direct developer responsibility to provide at base condition as a local service provision including the following as defined in the respective development agreement:
 - i. Installation of sediment/erosion control fence around the perimeter of the Park Block as appropriate.
 - ii. No construction materials, debris, machinery, or stockpiling of soil is stored within the Park Block.

- iii. Installation of the Park Block service connections (all in a central location within 1 meter of the property line) as follows: 50 mm water connection to the property line with curb stop/valve box at street line, electrical connection to the property line (as specified in Appendix A of the Parkland Assumption Procedure), storm sewer catch basin manhole, and (in Community Parks only) a sanitary connection to the property line.
- iv. Installation of temporary post and wire fencing along the perimeter of the Park Block, where it abuts municipal road allowances, following completion of park grading, service installation and seeding/sodding of the Park Block.
- v. Installation of a Park Block notice sign on the temporary post and wire fence.
- vi. Installation of perimeter chain link fencing (within 0.15m of the property line of the Park Block, per OLS Survey) where it abuts private properties, except where the Park Block abuts the common element parking areas, roads and walkways of a condominium development.
- vii. Removal of ash, hazardous, dead and invasive trees from the Park Block and protection for trees within the park block as appropriate.
- viii. Grading of the Park Block as approved by the Design and Construction Section (generally grading should result in between two (2%) percent and five (5%) percent grade differential across the entire block so as to provide proper drainage of the site, and should meet and match grades on abutting properties at property lines). Drainage from adjacent lands should not be directed onto the Park Block.
- ix. Use of appropriate engineered clean fill and backfill material (unfrozen material, free of rocks larger than 75 mm, cinders, ashes, sods, refuse or other deleterious materials) for grading purposes, and compaction of such to City Standards and Specifications (90-95% proctor) in areas of the Park Block where recreational facilities are to be sited.
- x. Application of a minimum 15 to 20 cm of topsoil on the Park Block in accordance with City Standards and Specifications.
- xi. Sodding of the Park Block.

- xii. Confirmation from a qualified professional that the requirements for the geotechnical, hydrogeological and environmental investigations and excess soil management planning as per O. Reg 406/19 and the associated Rules for Soil Management and Excess Soil Quality Standards document issued by the MECP, and satisfy all associated regulatory requirements. The developer / Contractor shall perform the Work in accordance with the requirements of Ontario Regulation 406/19 – On-Site and Excess Soil Management made under the Environmental Protection Act, RSO 1990, c E.19 (O.Reg. 406/19), parts I and II of the “Rules of Soil Management and Excess Soil Quality Standards”, 2019 (the Soil Rules) and OPSS.MUNI 180.
 - a) Parkland development in excess of the base condition, as defined in the respective development agreement are included in the D.C.
 - b) Program facilities, amenities, and furniture within parkland: are included in D.C.

APPENDIX D – DRAFT BY-LAWS