

DEVELOPMENT CHARGES BACKGROUND STUDY



Version for Public Consultation

HEMSON Consulting Ltd.

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EXECUTIVE SUMMARY

The *Development Charges Act, 1997 (DCA)* and its associated Ontario Regulation 82/98 (O. Reg. 82/98) allow municipalities in Ontario to recover development-related capital costs from new development. This Township of Ramara 2020 Development Charges (DC) Background Study is presented as part of a process to establish a development charges by-law that complies with this legislation.

The Township of Ramara currently levies two types of development charges for the recovery of development-related capital costs:

- Area-Specific Development Charges – for the recovery of engineering infrastructure for water and sanitary sewer specific to individual planning areas.
- Township-wide Development Charges – for the recovery of development-related costs for the provision of general government, library, fire, parks and recreation, public works and roads and related works.

Both of the Township's Area-Specific Development Charges By-laws for water and wastewater services (Bayshore Village and Brechin/Lagoon City) came into force September 2019, and will expire on September 1, 2024. The Township-wide Development Charges By-Law, which applies to all other Township-wide services, was passed in March 2015 and will expire on March 23, 2020.

This study calculates new Township-wide development charges for the Township of Ramara in compliance with the provisions of the DCA. The development anticipated in Ramara will increase the demand on all Township services. The Township wishes to implement development charges to fund development-related capital projects so that development continues to be serviced in a fiscally responsible manner.

A. PURPOSE OF 2020 DEVELOPMENT CHARGES (DC) BACKGROUND STUDY

1. Legislative Context

The Township of Ramara 2020 Development Charges (DC) Background Study is presented as part of the process to lead to the approval of a new development charges by-law in compliance with the DCA. The study is prepared in accordance with the DCA and associated Regulations, including the legislative amendments that came into force on January 1, 2016 and June 6, 2019.

It is anticipated that, pursuant to the provisions of the *More Homes, More Choice Act, 2019*, the Township will pass a Community Benefits Charge By-Law in 2020 under section 37 of the *Planning Act*. As a result, development charges for several discounted services, including Library Services and Parks and Recreation, have not been calculated in this study as they will be funded by Community Benefits Charges under a separate CBC by-law under the authority of the *Planning Act*.

2. Key Steps in Determining Future Development-Related Projects

In accordance with the DCA and associated Regulation, several key steps are required to calculate development charges. This includes preparing a development forecast, establishing historical service levels, determining the increase in need for services arising from development and appropriate shares of costs, attributing costs to development types (i.e. residential and non-residential), and the final adjustments to the charges using a cash flow analysis.

3. DC Eligible and Ineligible Costs

Development charges are intended to pay for the initial round of capital costs needed to service new development over an identified planning period. This is based on the underlying principle that “growth pays for growth”. However, the DCA and associated regulation includes several statutory adjustments and deductions that prevent these costs from fully being recovered by growth. Such adjustments include, but are not limited to: ineligible costs, including operating and maintenance costs; ineligible services, including, tourism facilities, parkland acquisition, etc.; deductions for costs that exceed historical service level caps; and statutory exemptions for specific uses (e.g. industrial expansions).

4. The Development-Related Capital Forecast is Subject to Change

It is recommended that Council adopt the development-related capital forecast developed for the purposes of the 2020 DC Background Study. However, it is recognized that the DC Study is a point-in-time analysis and there may be changes to project timing, scope and costs through the Township’s normal annual budget process.

B. DEVELOPMENT FORECAST

The table below provides a summary of the anticipated Township-wide residential and non-residential growth over the 2020 to 2029 period. The Township-wide development forecast is further discussed in Appendix A.

RESIDENTIAL FORECAST	Existing	2020 - 2029	
	2019	Forecast Change	As at Mid Year-2029
Occupied Households	4,230	803	5,033
Population			
Census	9,954	1,890	11,844
In New Households		1,944	
NON-RESIDENTIAL FORECAST	Existing	2020 - 2029	
	2019	Forecast Change	As at Mid Year-2029
Employment	2,104	399	2,503
Non-Residential Building Space (sq.m.)		25,916	

C. CALCULATED DEVELOPMENT CHARGES

The table below provides the calculated Township-wide development charges for residential and non-residential development based on the development forecast for services considered under this study.

SERVICE	Charge Per Unit Type			Non-Residential Charge (\$/sq.m.)
	Singles/ Semis	Rows / Other Multiples	Apartments	
Fire Protection	\$1,047	\$862	\$819	\$6.63
Services Related to a Highway				
Public Works	\$1,028	\$846	\$804	\$6.50
Roads And Related	\$3,441	\$2,832	\$2,690	\$21.75
Subtotal Services Related to a Highway	\$4,469	\$3,678	\$3,494	\$28.25
TOTAL DEVELOPMENT CHARGE	\$5,516	\$4,540	\$4,313	\$34.88

The rates calculated as part of this Background Study are the maximum permissible rates under the current legislation. Council may implement rates lower than those calculated and the revenue shortfall will need to be made up from other sources namely property taxes and user fees.

It should be noted that the services included for development charges recovery in this study relate solely to non-discounted services. Discounted services such as Parks and Recreation, Library Services and General Government for which development charges are currently collected for, will continue to be in force at the existing rates until the earlier of the prescribed date (currently proposed to be January 1, 2021 under draft

regulation, however, the date may change subject to final approval) or until the Township implements a Community Benefits Charges By-law.

D. CONSIDERATION OF AREA RATING

Based on discussions with staff, and an examination of the form and type of development charge eligible services, it is proposed that the Township continue to calculate and collect DCs on a uniform, Township-wide basis for all services considered under this study.

E. COST OF GROWTH ANALYSIS

An overview of the long-term capital and operating costs for the capital facilities and infrastructure to be included in the Development Charges By-law is provided in this study. This examination is required as one of the provisions of the DCA. Additional details on the long-term capital and operating impact analysis are found in Appendix D. By 2029, the Township's net operating costs for tax supported assets are estimated to increase by approximately \$643,100 per year.

A key purpose of the Asset Management Plan is to demonstrate that all assets proposed to be funded under the Development Charges By-law are financially sustainable over their full life cycle. The Township will need to fund an additional \$208,700 per annum by 2030 in order to properly fund the full life cycle costs of new assets supported funded through the Development Charges By-law.

F. 2020 DEVELOPMENT CHARGES BY-LAW PROVIDED

The proposed draft by-law is included in the DC Background study and can be found in Appendix E.

I INTRODUCTION

The *Development Charges Act, 1997 (DCA)* and its associated Ontario Regulation 82/98 (O. Reg. 82/98) allow municipalities in Ontario to recover development-related capital costs from new development. The Township of Ramara 2020 Development Charges (DC) Background Study is presented as part of a process to establish a development charges by-law that complies with this legislation.

The development anticipated in Ramara will increase the demand on all Township services. The Township wishes to implement development charges to fund development-related capital projects so that development continues to be serviced in a fiscally responsible manner.

When a development charges by-law is proposed, the DCA and O. Reg. 82/98 require that a development charges background study be prepared in support of the proposed charges with reference to:

- A forecast of the amount, type and location of development anticipated in the Township;
- The average capital service levels provided in the Township over the ten-year period immediately preceding the preparation of the background study;
- A review of future capital projects, including an analysis of gross expenditures, funding sources, and net expenditures incurred, or to be incurred, by the Township or its local boards to provide for the anticipated development, including the determination of the development and non-development-related components of the capital projects;
- An asset management plan that demonstrates that all assets are financially sustainable over their full life cycle; and
- An examination of the long-term capital and operating costs resulting from the infrastructure required for each service to which the development charges relate.

This study identifies the net capital costs attributable to development that is forecast to occur in the Township. The costs are apportioned to types of development (residential and non-residential) in a manner that reflects the increase in the need for each service attributable to each type of development. The study therefore calculates development charges for each type of development.

The DCA provides for a period of public review and comment regarding the calculated development charges. This process includes considering and responding to comments received by members of the public about the calculated charges. Following completion of this process, and in accordance with the DCA and Council's review of this study, it is intended that Council will pass a new development charges by-law for the Township.

The remainder of this study sets out the information and analysis upon which the calculated development charges are based.

II METHODOLOGY USES A TOWNSHIP-WIDE APPROACH TO ALIGN COSTS AND BENEFITS

Several key steps are required when calculating any development charge. However, specific circumstances arise in each municipality that must be reflected in the calculation. As such, in this study we have tailored our approach to the Township of Ramara's unique circumstances. This study uses a Township-wide approach in the cost recovery calculations for all services. Area-specific development charges for Water and Wastewater Services in specific service areas (Bayshore, Brechin and Lagoon City) were calculated in 2019 and new development charges by-laws came into force in September of that year. This approach to calculating development charges provides a reasonable alignment of development-related costs with the development that necessitates them.

A. TOWNSHIP-WIDE DEVELOPMENT CHARGES ARE PROPOSED

The Township provides a range of services to the community it serves and has a sizeable inventory of facilities, land, infrastructure, vehicles and equipment. The DCA provides the Township with flexibility when defining services that will be included in the development charges by-laws, provided that the other provisions of the Act and Regulations are met. The DCA also permits the Township to designate, in its by-laws, the areas within which the development charges shall be imposed. The charges may apply to all lands in the Township or to other designated development areas as specified in the by-laws.

For all services, a range of capital infrastructure is available throughout the Township. All Township residents and employees have access to this infrastructure. As new development occurs, new infrastructure will need to be added so that overall service levels in the Township are maintained. A widely accepted method of sharing the development-related capital costs for these services is to apportion them over all new development anticipated in the Township. Consideration of area rated services (as required by the DCA) is discussed further in Section VIII of this study. Full details on the Township-wide development charges can be found in Appendix B.

B. KEY STEPS WHEN DETERMINING DEVELOPMENT CHARGES FOR FUTURE DEVELOPMENT-RELATED PROJECTS

Several key steps are required when calculating development charges for future development-related projects. These are summarized in Figure 1 and discussed further in the following sections.

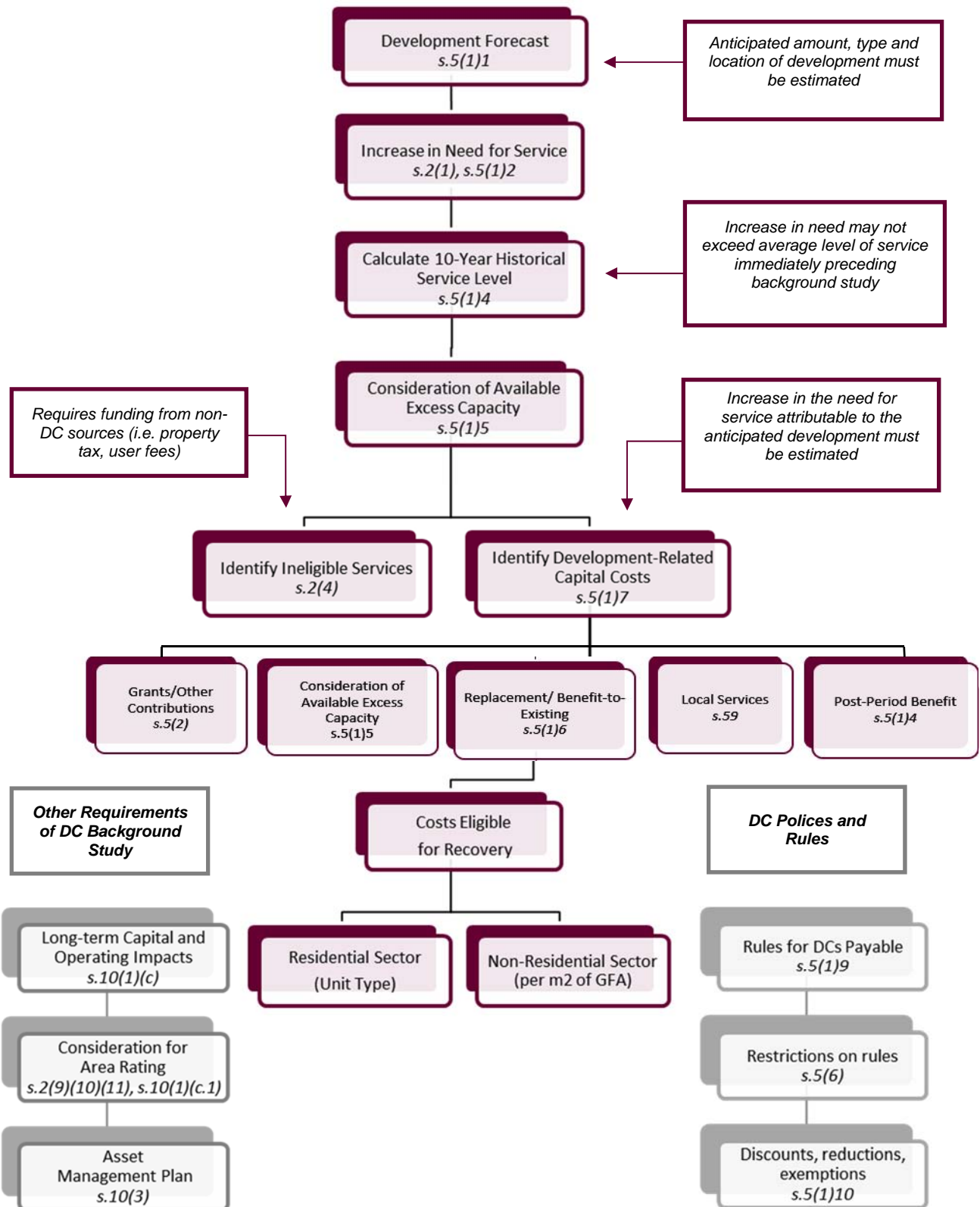


Figure 1: Overview of Development Charges Calculation

1. Development Forecast

The first step in the methodology requires that a development forecast be prepared for the ten-year study period from 2020 to 2029. The forecast of future residential and non-residential development used in this study was prepared by Hemson in consultation with Township of Ramara staff. The forecast is anchored on population and employment projections set out in Simcoe County's Official Plan. It has been adjusted to account for recent development activity, as per discussions with Township Staff.

For the residential sector, the forecast includes an estimate of population and dwelling units by type on a Township-wide basis. The non-residential portion of the forecast estimates the amount of building space to be developed in the Township over the planning periods. The forecast is based on the projected increase in employment and the anticipated amount of new building space required to accommodate it.

2. Service Categories and Historical Service Levels

The DCA states that the increase in the need for service attributable to anticipated development:

... must not include an increase that would result in the level of service exceeding the average level of that service provided in the Municipality over the 10-year period immediately preceding the preparation of the background study...(s. 5. (1) 4.)

Historical ten-year average service levels thus form the basis for the development charges calculation. A review of the Township's capital service levels for buildings, land, vehicles, equipment and other assets has therefore been prepared to determine the portion of future capital projects that may be included in the development charges calculation. The historical service levels used in this study have been calculated based on the period from 2010 to 2019.

3. Development-Related Capital Forecast and Analysis of Net Capital Costs to Be Included in the Development Charges

A development-related capital forecast has been prepared by Hemson and Township staff as part of this study. The forecast identifies development-related projects and their gross and net costs, after allowing for capital grants, subsidies or other contributions as required by the DCA s.5 (2). The capital forecast provides another foundation upon which development charges are based. The DCA requires that the increase in the need for service attributable to the anticipated development may include an increase:

... only if the council of the municipality has indicated that it intends to ensure that such an increase in need will be met. (s. 5. (1) 3.)

The development-related capital forecast prepared for this study ensures that development charges are only imposed to help pay for projects that have been or are

intended to be purchased or built in order to accommodate future anticipated development. It is not sufficient in the calculation of development charges merely to have had the service in the past. There must also be a demonstrated commitment to continue to emplace facilities or infrastructure in the future. In this regard, Ontario Regulation 82/98, s. 3 states that:

For the purposes of paragraph 3 of subsection 5 (1) of the Act, the council of a municipality has indicated that it intends to ensure that an increase in the need for service will be met if the increase in service forms part of an Official Plan, capital forecast or similar expression of the intention of the council and the plan, forecast or similar expression of the intention of the council has been approved by the council.

For some projects in the development-related capital forecast, a portion of the project may confer benefits to existing residents. As required by the DCA, s. 5. (1) 6, these portions of projects and associated net costs are to be a funding responsibility of the Township from non-development charge sources. The amount of funding for such non-growth shares is also identified as part of the preparation of the development-related capital forecast.

There is also a requirement in the DCA to reduce the applicable development charges by the amount of any “uncommitted excess capacity” that is available for a service. Such capacity is available to partially meet future servicing requirements. Adjustments are made in the analysis to meet this requirement of the Act.

4. Attribution to Types of Development

The next step in the determination of development charges is the allocation of the development-related net capital costs between the residential and the non-residential sectors. In the Township of Ramara, the allocation is based on the projected changes in population in new units and employment over the planning period.

The residential component of the development charges is applied to different housing types based on average occupancy factors. The non-residential component is applied on the basis of gross building space in square metres.

5. Final Adjustment

The final determination of the development charges results from adjustments made to development-related net capital costs for each service and sector, resulting from a cash flow analysis that takes account of the timing of projects and the receipt of development charges. Interest earnings or borrowing costs are therefore accounted for in the calculation as allowed under the DCA.

III DEVELOPMENT FORECAST

The DCA requires the Township to estimate “the anticipated amount, type and location of development” for which development charges may be imposed. The development forecast must cover both residential and non-residential development and be specific enough with regards to quantum, type, location and timing of development to allow the Township to prepare a reasonable development-related capital program. Appendix A contains additional materials related to the development forecast and the Township’s demographics.

The residential forecast incorporates 2016 Census and historical residential permit data and is primarily based on the Simcoe County Official Plan that provides population and employment targets for 2031. The forecast shows that the number of dwelling units will increase by 803 between 2020 and 2029 with an accompanying population increase in new units of 1,944 persons.

The non-residential portion of the forecast is largely based upon the activity ratio of the Township, which is the ratio between place of work employment and census population. The forecast is for 399 new employees to be accommodated in about 25,920 square metres of new non-residential gross floor area (GFA) in the Township between 2020 and 2029.

Table 1 provides a summary of the Township-wide residential and non-residential development forecast used in the analysis.

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TABLE 1

**TOWNSHIP OF RAMARA
SUMMARY OF DEVELOPMENT FORECAST**

RESIDENTIAL FORECAST	Existing	2020 - 2029	
	2019	Forecast Change	As at Mid Year-2029
Occupied Households	4,230	803	5,033
Population			
Census	9,954	1,890	11,844
In New Households		1,944	
NON-RESIDENTIAL FORECAST	Existing	2020 - 2029	
	2019	Forecast Change	As at Mid Year-2029
Employment	2,104	399	2,503
Non-Residential Building Space (sq.m.)		25,916	

IV HISTORICAL CAPITAL SERVICE LEVELS

The DCA and O. Reg. 82/98 require that the development charges be set at a level no higher than the average service level provided in the Township over the ten-year period immediately preceding the preparation of the Background Study, on a service-by-service basis. The legislative requirement is met by documenting service levels for the preceding ten years: in this case, for the period from 2010 to 2019. Typically, service levels for non-engineered services are measured as a ratio of inputs per capita or inputs per population and employment.

O. Reg. 82/98 requires that, when defining and determining historical service levels, both the quantity and quality of service be taken into consideration. In most cases, the service levels are initially established in quantitative terms. For example, service levels for buildings are presented in terms of square feet per unit. The qualitative aspect is introduced by consideration of the monetary value of a facility or service. In the case of buildings, for example, the cost would be shown in terms of dollars per square foot to replace or construct a facility of the same quality. This approach helps to ensure that the development-related capital facilities that are to be charged to new development reflect not only the quantity (number and size) but also the quality (value or cost) of services provided by the Township in the past. Both the quantitative and qualitative aspects of service levels used in the current analysis are based on information provided by Township staff. This information is generally based on historical records and the Township's and surrounding municipalities' costs to acquire or construct similar facilities, equipment and infrastructure.

Table 2 summarizes service levels for all services included in the development charges calculations. Appendix B provide detailed historical inventory data upon which the calculation of service levels is based.

TABLE 2

**TOWNSHIP OF RAMARA
SUMMARY OF AVERAGE HISTORIC SERVICE LEVELS 2010 - 2019**

Service	2010 - 2019 Service Level Indicator
1.0 FIRE PROTECTION	\$1,411.55 per capita & employment
Buildings	\$519.46 per capita & employment
Land	\$28.51 per capita & employment
Vehicles	\$742.89 per capita & employment
Equipment	\$120.69 per capita & employment
2.0 PUBLIC WORKS	\$887.82 per capita & employment
Buildings	\$379.44 per capita & employment
Land	\$38.71 per capita & employment
Furniture & Equipment	\$22.17 per capita & employment
Fleet	\$447.50 per capita & employment
3.0 ROADS AND RELATED	\$11,527.06 per capita & employment
Road Network	\$11,527.06 per capita & employment

V DEVELOPMENT-RELATED CAPITAL FORECAST

The DCA requires that the Council of a municipality express its intent to provide future capital facilities at the level incorporated in the development charges calculation. As noted above in Section II, Ontario Regulation 82/98, *s. 3* states that:

For the purposes of paragraph 3 of subsection 5 (1) of the Act, the council of a municipality has indicated that it intends to ensure that an increase in the need for service will be met if the increase in service forms part of an official plan, capital forecast or similar expression of the intention of the council and the plan, forecast or similar expression of the intention of the council has been approved by the council.

A. DEVELOPMENT-RELATED CAPITAL FORECAST IS PROVIDED FOR COUNCIL'S APPROVAL

Based on the development forecast summarized in Section III and detailed in Appendix A, Township staff in collaboration with Hemson have identified a development-related capital forecast that sets out projects required to service anticipated development. For all services, the capital forecast covers the ten-year period from 2020 to 2029.

One of the recommendations contained in this background study is for Council to adopt the development-related capital forecast created for the purposes of the development charges calculation. It is assumed that future capital budgets and forecasts will continue to bring forward the capital projects presented herein as they will be needed to service anticipated development in the Township. It is, however, acknowledged that changes to the forecast presented here may occur through the Township's normal capital budget process.

B. DEVELOPMENT-RELATED CAPITAL FORECAST FOR TOWNSHIP SERVICES

A summary of the development-related capital forecast is presented in Table 3. The table shows that the gross cost of the Township's capital forecast is estimated to be \$16.32 million. Approximately \$112,500 in subsidies (or other contributions) are anticipated to offset the cost of the programs. As such, the net cost to the Township is \$16.21 million.

Of this net municipal cost, approximately 71 per cent, or \$11.47 million, is related to Roads and Related. This capital program includes road works projects, sidewalks, streetlights and development-related studies.

The next largest capital program belongs to Fire Protection Services. The program provides funding for a new and expanded fire station #3, as well as a new boat, along with equipment purchases. The total Fire Protection net capital program amounts to \$3.03 million, or 18 per cent of the total program.

Lastly, the Public Works net capital cost to the Township totals \$1.71 million or 11 per cent of the total. This includes provisions for a wash bay, a new salt/sand dome, and fleet acquisitions.

The capital program incorporates those projects related to development anticipated in the next ten years. It is not implied that all of these costs are to be recovered from new development by way of development charges (see the following Section VI). Portions of the capital forecast may be related to replacement of existing facilities, shares of projects that benefit existing development, or development anticipated to occur beyond the 2020-2029 planning period.

After these reductions, the remaining development-related capital costs are brought forward to the development charges calculation. Further details on the capital forecasts for each individual service are available in Appendix B.

TOWNSHIP OF RAMARA
SUMMARY OF DEVELOPMENT-RELATED CAPITAL FORECAST
2020-2029
(in \$000)

Service	Gross Cost	Grants/ Subsidies	Municipal Cost	Total Net Capital Program									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
1.0 FIRE PROTECTION	\$3,027.3	\$0.0	\$3,027.3	\$20.0	\$20.0	\$20.0	\$20.0	\$20.0	\$145.0	\$20.0	\$20.0	\$2,722.3	\$20.0
1.1 Buildings, Land & Furnishings	\$2,702.3	\$0.0	\$2,702.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2,702.3	\$0.0
1.2 Fully Equipped Vehicles	\$125.0	\$0.0	\$125.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$125.0	\$0.0	\$0.0	\$0.0	\$0.0
1.3 Equipment	\$200.0	\$0.0	\$200.0	\$20.0	\$20.0	\$20.0	\$20.0	\$20.0	\$20.0	\$20.0	\$20.0	\$20.0	\$20.0
2.0 SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS	\$1,707.5	\$0.0	\$1,707.5	\$192.5	\$25.0	\$25.0	\$55.0	\$245.0	\$25.0	\$25.0	\$1,025.0	\$65.0	\$25.0
2.1 Buildings, Land & Furnishings	\$720.0	\$0.0	\$720.0	\$0.0	\$0.0	\$0.0	\$0.0	\$220.0	\$0.0	\$0.0	\$500.0	\$0.0	\$0.0
2.2 Fleet and Equipment	\$987.5	\$0.0	\$987.5	\$192.5	\$25.0	\$25.0	\$55.0	\$25.0	\$25.0	\$25.0	\$525.0	\$65.0	\$25.0
3.0 SERVICES RELATED TO A HIGHWAY: ROADS AND RELATED	\$11,583.0	\$112.5	\$11,470.5	\$1,420.5	\$2,210.5	\$974.0	\$1,246.0	\$1,734.0	\$1,686.0	\$836.0	\$1,189.5	\$87.0	\$87.0
3.1 Road Works	\$10,928.0	\$0.0	\$10,928.0	\$1,348.0	\$2,113.0	\$939.0	\$1,211.0	\$1,699.0	\$1,571.0	\$801.0	\$1,142.0	\$52.0	\$52.0
3.2 Sidewalks and Streetlights	\$350.0	\$0.0	\$350.0	\$35.0	\$35.0	\$35.0	\$35.0	\$35.0	\$35.0	\$35.0	\$35.0	\$35.0	\$35.0
3.3 Development-Related Studies	\$305.0	\$112.5	\$192.5	\$37.5	\$62.5	\$0.0	\$0.0	\$0.0	\$80.0	\$0.0	\$12.5	\$0.0	\$0.0
TOTAL TEN-YEAR SERVICES	\$16,317.8	\$112.5	\$16,205.3	\$1,633.0	\$2,255.5	\$1,019.0	\$1,321.0	\$1,999.0	\$1,856.0	\$881.0	\$2,234.5	\$2,874.3	\$132.0

VI DEVELOPMENT CHARGES ARE CALCULATED IN ACCORDANCE WITH THE *DEVELOPMENT CHARGES ACT*

This section summarizes the calculation of development charges for each service and the resulting total development charge by type of development. For all services, the calculation of the “unadjusted” per capita (residential) and per square metre (non-residential) charges is reviewed. Adjustments to these amounts resulting from a cash flow analysis that accounts for interest earnings and borrowing costs are also discussed.

For residential development, an adjusted total per capita amount is applied to different unit types on the basis average occupancy factors. For non-residential development, the calculated development charges rates are based on gross floor area (GFA) of building space.

It is noted that the calculation of the development charges does not include any provision for exemptions required under the DCA, for example, the exemption for enlargements of up to 50 per cent on existing industrial buildings. Such legislated exemptions, or other exemptions that Council may choose to provide, will result in a loss of development charges revenue for the affected types of development. Any such revenue loss may not be offset, however, by increasing other portions of the calculated charge.

A. DEVELOPMENT CHARGES CALCULATION

A summary of the “unadjusted” residential and non-residential development charges for the Township-wide services is presented in Table 4. The capital forecast for Township-wide services incorporates those projects identified as related to development anticipated in the ten-year planning period. However, not all of the capital costs are to be recovered from new development by way of development charges. Table 4 shows that, of the \$16.21 million total municipal cost, \$10.10 million relates to replacement of existing capital facilities, or to shares of projects that provide benefit to the existing community. These portions of capital costs will require funding from other non-development charge sources, such as fundraising and property taxes.

An additional share of \$872,100 has been identified as available development charge reserve funds and represents revenues collected from previous development charge payments. This portion has been netted out of the capital costs.

The remaining \$5.24 million is carried forward to the development charges calculation. Of the development-related costs, \$4.35 million has been allocated to new residential development, and \$890,300 has been allocated to new non-residential development. This results in an unadjusted development charge of \$2,235.98 per capita and \$34.35 per square metre, respectively.

Further details of the calculation for each individual service are available in Appendix B.

TOWNSHIP OF RAMARA
SUMMARY OF UNADJUSTED RESIDENTIAL AND NON-RESIDENTIAL DEVELOPMENT CHARGES
10-YEAR CAPITAL PROGRAM FOR TOWNSHIP-WIDE SERVICES

10 Year Growth in Population in New Units	1,944
10 Year Growth in Square Meters	25,916

Service	Development-Related Capital Forecast (2020 - 2029)					Residential Share		Non-Residential Share	
	Net Municipal Cost (\$000)	Replacement & Benefit to Existing (\$000)	Available DC Reserves (\$000)	Post-2029 Benefit (\$000)	Total DC Eligible Costs for Recovery (\$000)	%	\$000	%	\$000
1.00 FIRE PROTECTION	\$3,027.3	\$1,647.8	\$333.2	\$0.0	\$1,046.4	83%	\$868.5	17%	\$177.9
Unadjusted Development Charge Per Capita (\$)							\$446.72		
Unadjusted Development Charge Per Sq. M. (\$)									\$6.86
2.00 SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS	\$1,707.5	\$648.5	\$65.3	\$0.0	\$993.7	83%	\$824.80	17%	\$168.9
Unadjusted Development Charge Per Capita (\$)							\$424.26		
Unadjusted Development Charge Per Sq. M. (\$)									\$6.52
3.00 SERVICES RELATED TO A HIGHWAY: ROADS AND RELATED	\$11,470.5	\$7,799.6	\$473.6	\$0.0	\$3,197.2	83%	\$2,653.70	17%	\$543.5
Unadjusted Development Charge Per Capita (\$)							\$1,365.00		
Unadjusted Development Charge Per Sq. M. (\$)									\$20.97
Total - 10 Year Township-Wide Services	\$16,205.3	\$10,095.9	\$872.1	\$0.0	\$5,237.3		\$4,347.0		\$890.3
Unadjusted Development Charge Per Capita (\$)							\$2,235.98		
Unadjusted Development Charge Per Sq. M. (\$)									\$34.35

B. ADJUSTED RESIDENTIAL AND NON-RESIDENTIAL DEVELOPMENT CHARGES

Final adjustments to the “unadjusted” development charges rates are made through a cash flow analysis. The analysis, details of which are included in Appendix B, considers the borrowing cost and interest earnings associated with the timing of expenditures and development charges receipts for each service category. Table 5 summarizes the results of the cash flow adjustments for the residential development charges rates. The adjusted per capita rate increases from \$2,236 to \$2,270 after the cash flow analysis.

Persons per unit factors are then applied to the per capita rate to determine the residential rate by unit type. The calculated rates by residential unit type range from a high of \$5,516 for a single or semi-detached unit to a low of \$4,313 for an apartment. The rate for rows and other multiples is \$4,540 per unit.

The non-residential charge is displayed in Table 6. After cash flow consideration, the calculated charge per square metre increases to \$34.88 from \$34.35.

C. COMPARISON OF 2020 NEWLY CALCULATED DEVELOPMENT CHARGES WITH CHARGES CURRENTLY IN FORCE IN RAMARA

Tables 7 and 8 present a comparison of the newly calculated Township-wide development charges with currently imposed development charge rates. Please note that Tables 7 and 8 include the discounted services charges from by-law 2015.13 in the unit and per sq.m charge totals for illustration purposes only but have not been recalculated under this study.

The table demonstrates that the residential development charge rate for a single or semi-detached unit increases by 5.5 per cent or \$370. As discounted services remain unadjusted, the charge for Fire Protection has declined as the Town will no longer be recovering for previously incurred expenses, while the development charges for Services Related to a Highway have increased as a result of additional capital infrastructure needs. Table 8 shows that the calculated non-residential charge is an increase of \$8.11 (or 27.8 per cent) from the current charge of \$29.19.

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TABLE 5

TOWNSHIP OF RAMARA
RESIDENTIAL DEVELOPMENT CHARGE

SERVICE	Unadjusted Charge Per Capita	Adjusted Charge Per Capita After Cashflow	Charge Per Unit Type ⁽¹⁾		
			Singles/ Semis	Rows / Other Multiples	Apartments
Fire Protection	\$447	\$431	\$1,047	\$862	\$819
Services Related to a Highway					
Public Works	\$424	\$423	\$1,028	\$846	\$804
Roads And Related	\$1,365	\$1,416	\$3,441	\$2,832	\$2,690
SUBTOTAL SERVICES RELATED TO A HIGHWAY	\$1,789	\$1,839	\$4,469	\$3,678	\$3,494
TOTAL CHARGE PER UNIT	\$2,236	\$2,270	\$5,516	\$4,540	\$4,313
1: Based on persons per unit:			2.43	2.00	1.90

TABLE 6

**TOWNSHIP OF RAMARA
NON-RESIDENTIAL DEVELOPMENT CHARGE**

SERVICE	Unadjusted Charge (\$/sq.m.)	Adjusted Charge (\$/sq.m.)
Fire Protection	\$6.86	\$6.63
Services Related to a Highway		
Public Works	\$6.52	\$6.50
Roads And Related	\$20.97	\$21.75
SUBTOTAL SERVICES RELATED TO A HIGHWAY	\$27.49	\$28.25
TOTAL CHARGE PER SQUARE METRE	\$34.35	\$34.88

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TABLE 7

**TOWNSHIP OF RAMARA
COMPARISON OF CURRENT AND CALCULATED
RESIDENTIAL DEVELOPMENT CHARGE PER SINGLE/SEMI DETACHED UNIT**

SERVICE	Current Charge	Calculated Charge	Difference	
	\$/Unit		\$	%
Discounted Services (as per by-law 2015.13)	\$1,579	\$1,579	\$0	0.0%
Fire Protection	\$1,923	\$1,047	(\$876)	(45.5%)
Services Related to a Highway				
Public Works	\$232	\$1,028	\$796	342.2%
Roads And Related	\$2,990	\$3,441	\$451	15.1%
SUBTOTAL SERVICES RELATED TO A HIGHWAY	\$3,223	\$4,469	\$1,246	38.7%
TOTAL CHARGE PER SINGLE/SEMI DETACHED UNIT	\$6,725	\$7,095	\$370	5.5%

Note: Discounted services are shown for illustration purposes only and have not been recalculated under this study.

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TABLE 8

**TOWNSHIP OF RAMARA
COMPARISON OF CURRENT AND CALCULATED
NON-RESIDENTIAL DEVELOPMENT CHARGE PER SQUARE METRE**

SERVICE	Current Charge	Calculated Charge	Difference	
	\$/sq. m		\$	%
Discounted Services (as per by-law 2015.13)	\$2.42	\$2.42	\$0.00	0.0%
Fire Protection	\$10.00	\$6.63	(\$3.37)	(33.7%)
Services Related to a Highway				
Public Works	\$1.22	\$6.50	\$5.28	432.8%
Roads And Related	\$15.55	\$21.75	\$6.20	39.9%
SUBTOTAL SERVICES RELATED TO A HIGHWAY	\$16.77	\$28.25	\$11.48	68.5%
TOTAL CHARGE PER SQUARE METRE	\$29.19	\$37.30	\$8.11	27.8%

Note: Discounted services are shown for illustration purposes only and have not been recalculated under this study.

VII COST OF GROWTH ANALYSIS

A. LONG-TERM CAPITAL AND OPERATING IMPACT ANALYSIS

This section provides an examination of the long-term capital and operating costs for the capital facilities and infrastructure to be included in the development charges by-law. This examination is required as one of the features of the *Development Charges Act, 1997*.

1. Net Operating Costs for the Township's Services to Increase over the Forecast Period

Table 9 summarizes the estimated increase in net operating costs that the Township will experience for additions associated with the planned capital program. The estimated changes in net operating costs are based on the financial information from the Township. Additional details are included in Appendix D.

As shown in Table 9, by 2029 the Township's net operating costs are estimated to increase by approximately \$643,100. The most significant portion of this increase relates to new road works and the opening of a larger fire station.

2. Long-Term Capital Financing From Non-Development Charges Sources Totals \$10.10 million

Table 9 also summarizes the components of the development-related capital forecast that will require funding from non-development charges sources. Across all services, \$10.10 million will need to be financed from non-DC sources over the 2020-2029 planning period, all of which is related to the replacement and benefit to existing shares of various projects.

TOWNSHIP OF RAMARA
SUMMARY OF LONG TERM CAPITAL AND OPERATING COST IMPACTS
(\$000)

NET OPERATING IMPACTS	2029
Fire Protection	\$235.5
Public Works	\$170.8
Roads And Related	\$236.8
TOTAL OPERATING IMPACTS	\$643.1

LONG-TERM CAPITAL IMPACTS	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total
Total Net Cost	\$1,633.0	\$2,255.5	\$1,019.0	\$1,321.0	\$1,999.0	\$1,856.0	\$881.0	\$2,234.5	\$2,874.3	\$132.0	\$16,205.3
Net Cost From Development Charges	\$383.1	\$531.9	\$265.3	\$322.6	\$644.0	\$574.8	\$300.2	\$935.1	\$1,183.4	\$97.0	\$5,237.3
Available DC Reserves (1)	\$558.9	\$20.0	\$20.0	\$20.0	\$20.0	\$80.0	\$20.0	\$20.0	\$93.2	\$20.0	\$872.1
For Post 2029 Development (2)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Net Cost From Non-DC Sources											
- Replacement/BTE	\$691.0	\$1,703.6	\$733.7	\$978.4	\$1,335.0	\$1,201.2	\$560.8	\$1,279.4	\$1,597.8	\$15.0	\$10,095.9
TOTAL LONG-TERM CAPITAL IMPACTS	\$691.0	\$1,703.6	\$733.7	\$978.4	\$1,335.0	\$1,201.2	\$560.8	\$1,279.4	\$1,597.8	\$15.0	\$10,095.9

Notes:

(1) To extent possible costs have been offset by existing DC Reserve Fund Balances.

(2) Costs for growth beyond 2029 may be recovered from future DCs and therefore may only be an interim financing requirement.

B. ASSET MANAGEMENT PLAN

The *Development Charges Act* now requires that municipalities complete an Asset Management Plan before the passing of a development charges by-law. A key purpose of the Asset Management Plan is to demonstrate that all assets proposed to be funded under the development charges by-law are financially sustainable over their full life cycle. Further details relating to the Asset Management Plan are discussed in Appendix D.

1. Annual Capital Provisions

Table 10 summarizes the annual capital provisions required to replace the development eligible and ineligible costs associated with the capital infrastructure identified in the DC Background Study. The estimate is based on information obtained through the Township's Asset Management Plan as well as discussions with municipal staff regarding useful life assumptions and the capital cost of acquiring and/or replacing each asset.

Table 10 illustrates that, by 2030, the Township will need to fund an additional \$208,700 per annum in order to properly fund the full life cycle costs of the new assets supported under the proposed Development Charges By-law.

2. Future Revenue Growth

The calculated annual funding provision should be considered within the context of the Township's projected growth. Over the next ten years (to 2029) the Township is projected to increase by 803 households accommodating 1,944 people. In addition, the Township will also add roughly 400 new employees over the next ten years that will result in approximately 25,920 square metres of additional non-residential building space.

This growth will have the effect of increasing the overall assessment base, as well as increasing user fee and charges revenues. This growth will offset the capital asset provisions required to replace the infrastructure under the proposed Development Charges By-law.

3. Assets Are Deemed to be Financially Sustainable

It is anticipated that new assets identified through the 2020 DC Background Study process will be incorporated into the Township's ongoing asset management plan analyses. The calculated annual provisions identified are considered to be financially sustainable as it is expected that the increased capital asset management requirements can be absorbed by the tax and user base over the long-term.

TABLE 10

**TOWNSHIP OF RAMARA
ANNUAL ASSET MANAGEMENT PROVISION BY 2030**

Service	2020-2029 Capital Program		Calculated AMP Annual Provision by 2030	
	DC Recoverable	Non-DC Funded	DC Related	Non-DC Related
Fire Protection	\$1,379,500	\$1,647,800	\$ 53,800	\$ 55,600
Public Works	\$1,059,000	\$648,500	\$ 55,700	\$ 31,900
Roads And Related	\$3,670,900	\$7,912,100	\$ 99,200	\$ 241,200
Total 2030 Provision			\$ 208,700	\$ 328,700

VIII DEVELOPMENT CHARGES ADMINISTRATION AND POLICY CONSIDERATIONS

A. DEVELOPMENT CHARGES ADMINISTRATION

Many of the administrative requirements of the DCA will be similar to those presently followed by the Township in terms of collection practices. However, changes will likely be required in the use of and reporting on the new development charges. In this regard:

- It is recommended that the present practices regarding collection of development charges and by-law administration continue to the furthest extent possible. The Township will have to examine how collection and administration practices may need to be changed to accommodate the new provisions in the DCA enacted through the *More Homes, More Choice Act*.
- As required under the DCA, the Township should codify any rules regarding application of the by-laws and any exemptions within the development charges by-laws proposed for adoption;
- It is recommended that the Township continue to report policies consistent with the requirements of the DCA;
- It is recommended that Council adopt the development-related capital forecast included in this background study for Township-wide services, subject to annual review through the Township's normal capital budget process.

B. CONSIDERATION FOR AREA RATING

In accordance with the DCA, Council must consider the use of area rating, also known as area-specific development charges, as part of the DC Background Study. As part of the Township's 2020 DC Study, the appropriateness of implementing area-specific development charges for the various Township services was examined.

The DCA permits the Township to designate, in its DC By-law, the areas where development charges shall be imposed. The charges may apply to all lands in the Township or to other designated development areas as specified in the DC By-law.

The following was considered with respect to area-specific development charges:

- Is the use of area-specific charges appropriate for some or all services?

- Are there any data limitations with calculating an area-specific development charge?

Area-specific development charges are typically considered when there is clear benefit to a particular area (including the population or population and employment), and have been implemented mostly in stand alone green field developments. Area-Specific development charges are used to fund the Township's water and wastewater infrastructure in the Bayshore Village and Brechin/Lagoon City Service Areas under a separate by-law.

1. Consistent with Historical Practice, Township-wide DCs are Proposed for All Services considered under this By-law

Based on discussions with staff, and the analysis of the delivery of services, it is proposed that the Township continue to calculate and collect DCs on a uniform, Township-wide basis. The following table provides a description of the servicing needs for general and engineered services.

Township Services Considered	Servicing Needs
Fire Services	Fire Services are provided to all residents and employees in the Township and are driven and planned for based on Township-wide population or population and employment growth.
Services Related to a Highway	Public Works Services and Roads and Related are provided through a Township-wide network and is planned based on Township-wide population and employment growth.

APPENDIX A

DEVELOPMENT FORECAST

APPENDIX A

DEVELOPMENT FORECAST

This appendix summarizes the development forecasts used to prepare the 2020 Development Charges Background Study for the Township of Ramara.

The *Development Charges Act* (DCA) requires the Township to estimate “the anticipated amount, type and location of development” for which development charges may be imposed. The forecast must cover both residential and non-residential development and be specific enough with regards to the quantum, type, location and timing of such development to allow the Township to prepare a reasonable development-related capital program.

The forecast results are presented in the following tables:

Historical Development

Table 1	Historical Population, Household and Employment Summary
Table 2	Historical Annual Housing Completions
Table 3	Households by Period of Construction Showing Household Size

Forecast Development

Table 4	Population, Household and Employment Forecast Summary
Table 5	Annual Growth in Occupied Households by Unit Type
Table 6	Population Growth in New Households by Unit Type
Table 7	Place of Work Employment and Non-Residential Space

The development forecasts are generally based on the population and employment growth projections and allocations set out in section 3.2 of Simcoe County’s Official Plan as well as the household projections in the County’s Residential Land Budget (2016).

A. KEY ASSUMPTIONS, DEFINITIONS AND HISTORICAL TRENDS

The forecast is informed by a range of statistical data including Statistics Canada Census and National Household Survey data, as well as Township data and Canada Mortgage Housing Corporation (CMHC) housing market information.

Historical population and employment set out in this appendix are used to determine the average service levels attained in the Township over the last ten years (2010-2019).

Population figures shown in the development forecast represent mid-year estimates. Population figures account for population recorded in the Census (“Census population”). This definition does not include the Census net under-coverage which represents those who were missed or double-counted by the Census.

Historical data indicates that the Township’s population increased from 9,336 in 2009 to 9,954 in 2019—an increase of 618 people. Total occupied dwellings increased at a faster rate, from 3,784 to 4,230 over the same period. As a result, the average household size in the Township decreased from 2.47 to 2.35 (see Table 1).

“Place of Work Employment” figures in the forecasts record where people work rather than their place of residence. It includes all employment with a regular or no fixed place of work. However, work-at-home employment is excluded from the figures as, for development charge purposes, this type of employment does not require building floorspace for its activities.

There are currently about 2,104 jobs in the Township (estimated at 2019). Overall employment has increased over the past decade by about 520 jobs, and the activity rate has increased from 17 per cent to 21 per cent (Table 1).

Details on new housing growth in the Township are provided in Table 2, which shows historical annual housing completions by unit type. Overall, housing completions over the last decade has been entirely related to single and semi-detached units, however, the housing mix is anticipated to shift modestly to include some medium to higher density dwelling unit forms moving forward.

Table 3 provides details on historical occupancy patterns for permanently occupied dwellings in Ramara. The overall average occupancy level in the Township for single and semi-detached units is 2.38 persons per housing unit (PPU). Occupancy levels for recently constructed single and semi-detached units are higher than the overall average. Please note that data is limited for recently constructed row houses and apartments.

B. FORECAST METHOD AND RESULTS

A ten-year development forecast, from 2020 to 2029, has been used for all the development charges eligible services in the Township.

Development charges are levied on residential development as a charge per new unit. Therefore, for the residential forecast, a projection of both the *population growth*¹ as well as the *population in new housing* is required.

- The population growth determines the need for additional facilities and provides the foundation for the development-related capital program.
- When calculating the development charge, however, the development-related net capital costs are spread over the total additional population that occupies new dwelling units. This population in new units represents the population from which development charges will be collected.

Development charges are levied on non-residential development as a charge per unit of gross floor area (GFA). The non-residential forecast includes both a projection of *employment growth* as well as a projection of the *employment growth associated with new floor space* in the Township.

1. Residential Development Forecast

The residential development forecast is anchored on the projections and allocations set out in the Simcoe County Official Plan and the County Residential Land Budget.

The forecast incorporates anticipated growth in population and occupied dwellings by type. As shown in Table 4, the Township's population is forecast to grow from 9,954 in 2019 to 11,844 in 2029. Occupied dwellings are forecast to increase by 803 units over the next 10 years to 5,033 units. The majority of new housing (95 per cent) is anticipated to be in single and semi-detached unit form (see Table 5).

Population growth in the new units is estimated by applying the following PPUs to the housing unit forecast: 2.43 for single and semi-detached units; 2.00 for rows; and 1.90 for apartments. The assumptions for single and semi-detached units are informed by the historical occupancy patterns for permanently occupied units set out in Table 3. Given the small sample size for recently constructed row and apartment dwelling units in this data, the PPUs for these unit types have been maintained from the previous DC Study which are consistent with occupancy patterns in similar and surrounding jurisdictions.

The total forecast population in new housing units over the 2020 to 2029 period is 1,944.

¹ Commonly referred to as "net population growth" in the context of development charges.

2. Non-Residential Development Forecast

The non-residential forecast is based upon the Township's activity rate, the ratio of employment to population, to forecast future employment growth. The activity rate is assumed to remain constant throughout the ten year period, based on historical trends. After removing a portion of work at home employment, the projected employment for 2029 is 2,503 which represents an increase of 399 jobs.

An assumed floor space per worker (FSW) of 65 square metres is applied to the employment forecast in order to project growth in new non-residential space in the Township. The overall growth in new non-residential building space across the Township between 2020 and 2029 is estimated at 25,920 m².

**APPENDIX A - TABLE 1
TOWNSHIP OF RAMARA
HISTORICAL POPULATION, HOUSEHOLDS & EMPLOYMENT SUMMARY**

Mid-Year	Census Population	Annual Growth	Occupied Households	Annual Growth	Av. Household Size (PPU)	Place of Work Employment	Annual Growth	Activity Rate
2006	9,427		3,784		2.49	1,505		16.0%
2007	9,396	(31)	3,784	0	2.48	1,531	26	16.3%
2008	9,366	(30)	3,784	0	2.48	1,557	26	16.6%
2009	9,336	(30)	3,784	0	2.47	1,583	27	17.0%
2010	9,306	(30)	3,784	0	2.46	1,610	27	17.3%
2011	9,275	(31)	3,784	0	2.45	1,638	28	17.7%
2012	9,317	42	3,832	48	2.43	1,706	68	18.3%
2013	9,359	42	3,881	49	2.41	1,777	71	19.0%
2014	9,402	43	3,931	50	2.39	1,851	74	19.7%
2015	9,445	43	3,981	50	2.37	1,928	77	20.4%
2016	9,488	43	4,032	51	2.35	2,006	78	21.1%
2017	9,662	174	4,106	74	2.35	2,043	37	21.1%
2018	9,839	176	4,181	75	2.35	2,080	37	21.1%
2019	9,954	115	4,230	49	2.35	2,104	24	21.1%
Growth 2010-2019		618		446			521	

Source: Statistics Canada, Census of Canada, Hemson estimates

Note: Activity Rate represents the ratio between place of work employment and Census population

Note: Census population does not include an estimate of Census net-undercoverage (estimated at 3%)

APPENDIX A - TABLE 2
TOWNSHIP OF RAMARA
HISTORICAL ANNUAL HOUSING COMPLETIONS BY UNIT TYPE (CMHC)

Year	CMHC Annual Housing Completions				Shares By Unit Type			
	Singles/Semis	Rows	Apartments	Total	Singles/Semis	Rows	Apartments	Total
2006	41	0	0	41	100%	0%	0%	100%
2007	53	0	0	53	100%	0%	0%	100%
2008	62	0	0	62	100%	0%	0%	100%
2009	37	0	0	37	100%	0%	0%	100%
2010	31	0	0	31	100%	0%	0%	100%
2011	38	0	0	38	100%	0%	0%	100%
2012	22	0	0	22	100%	0%	0%	100%
2013	25	0	0	25	100%	0%	0%	100%
2014	24	0	0	24	100%	0%	0%	100%
2015	29	0	0	29	100%	0%	0%	100%
2016	56	0	0	56	100%	0%	0%	100%
2017	74	0	0	74	100%	0%	0%	100%
2018	75	0	0	75	100%	0%	0%	100%
2019 (Partial Year)	49	0	0	49	100%	0%	0%	100%
Growth 2010-2019	423	0	0	423	100%	0%	0%	100%

Source: Canada Mortgage and Housing Corporation (CMHC), Housing Market Informatio, Township data from staff

APPENDIX A - TABLE 3
TOWNSHIP OF RAMARA

HISTORIC HOUSEHOLDS BY PERIOD OF CONSTRUCTION SHOWING HOUSEHOLD SIZE

	Period of Construction										Pre 2006	2006-2016	Total
	Pre 1945	1946-1960	1961-1970	1971-1980	1981-1990	1991-1995	1996-2000	2001-2005	2006-2010	2011-2016			
Singles/Semis													
Household Population	1,090	775	1,145	1,425	1,425	670	465	975	630	245	7,970	875	8,845
Households	435	375	475	640	595	265	205	365	230	130	3,355	360	3,715
Household Size	2.51	2.07	2.41	2.23	2.39	2.53	2.27	2.67	2.74	1.88	2.38	2.43	2.38
Rows													
Household Population	0	0	0	70	230	45	0	0	0	0	345	0	345
Households	0	0	10	50	130	25	10	0	10	0	225	10	235
Household Size	n/a	n/a	0.00	1.40	1.77	1.80	0.00	n/a	0.00	n/a	1.53	0.00	1.47
Apartments													
Household Population	0	0	0	0	40	0	0	0	0	0	40	0	40
Households	10	0	0	10	40	10	0	10	0	0	80	0	80
Household Size	0.00	n/a	n/a	0.00	1.00	0.00	n/a	0.00	n/a	n/a	0.50	n/a	0.50
All Units													
Household Population	1,090	775	1,145	1,495	1,695	715	465	975	630	245	8,355	875	9,230
Households	445	375	485	700	765	300	215	375	240	130	3,660	370	4,030
Household Size	2.45	2.07	2.36	2.14	2.22	2.38	2.16	2.60	2.63	1.88	2.28	2.36	2.29

Source: Statistics Canada, 2016 Census Special Run.

**APPENDIX A - TABLE 4
TOWNSHIP OF RAMARA
POPULATION, HOUSEHOLD & EMPLOYMENT FORECAST SUMMARY**

Mid-Year	Census Population	Annual Growth	Total Occupied Households	Annual Growth	Av. Household Size (PPU)	Place of Work Employment	Annual Growth	Activity Rate
2016	9,488		4,032		2.35	2,006		21.1%
2017	9,662	174	4,106	74	2.35	2,043	37	21.1%
2018	9,839	176	4,181	75	2.35	2,080	37	21.1%
2019	9,954	115	4,230	49	2.35	2,104	24	21.1%
2020	10,107	153	4,295	65	2.35	2,137	32	21.1%
2021	10,267	160	4,363	68	2.35	2,170	34	21.1%
2022	10,432	165	4,433	70	2.35	2,205	35	21.1%
2023	10,608	176	4,508	75	2.35	2,242	37	21.1%
2024	10,796	188	4,588	80	2.35	2,282	40	21.1%
2025	10,996	200	4,673	85	2.35	2,324	42	21.1%
2026	11,208	212	4,763	90	2.35	2,369	45	21.1%
2027	11,420	212	4,853	90	2.35	2,414	45	21.1%
2028	11,632	212	4,943	90	2.35	2,458	45	21.1%
2029	11,844	212	5,033	90	2.35	2,503	45	21.1%
Growth 2020-2029		1,890		803			399	

Source: Hemson Consulting Ltd. , Simcoe County Official Plan

APPENDIX A - TABLE 5
TOWNSHIP OF RAMARA
FORECAST OF ANNUAL GROWTH IN OCCUPIED HOUSEHOLDS BY UNIT TYPE

Mid-Year	Annual Growth in Occupied Households				Shares By Unit Type			
	Singles/Semis	Rows	Apartments	Total	Singles/Semis	Rows	Apts.	Total
2016								
2017	70	2	1	73	95%	3%	2%	100%
2018	71	2	2	75	95%	3%	2%	100%
2019	47	1	1	49	95%	3%	2%	100%
2020	62	2	1	65	95%	3%	2%	100%
2021	65	2	1	68	95%	3%	2%	100%
2022	67	2	1	70	95%	3%	2%	100%
2023	71	2	2	75	95%	3%	2%	100%
2024	76	2	2	80	95%	3%	2%	100%
2025	81	3	2	86	93%	3%	4%	100%
2026	86	3	2	91	93%	3%	4%	100%
2027	86	3	2	91	93%	3%	4%	100%
2028	86	3	2	91	93%	3%	4%	100%
2029	86	3	2	91	90%	5%	5%	100%
Growth 2020-2029	766	25	17	808	95%	3%	2%	100%

Source: Hemson Consulting Ltd. Simcoe County Official Plan

APPENDIX A - TABLE 6
TOWNSHIP OF RAMARA
FORECAST OF POPULATION IN NEW HOUSEHOLDS

Mid-Year	Forecast Population in New Households			
	Singles/Semis	Rows	Apartments	Total
2020	151	4	2	157
2021	158	4	2	164
2022	163	4	2	169
2023	173	4	4	180
2024	185	4	4	193
2025	197	6	4	207
2026	209	6	4	219
2027	209	6	4	219
2028	209	6	4	219
2029	209	6	4	219
Growth 2020-2029	1,862	50	32	1,944
Based on PPU	2.43	2.00	1.90	

Source* Statistics Canada, 2011 National Household Survey Special Run and recent trends

APPENDIX A - TABLE 7
TOWNSHIP OF RAMARA
PLACE OF WORK EMPLOYMENT AND NON-RESIDENTIAL SPACE

Employment Density

All Employment Types

65.0 m² per employee

Mid-Year	Place of Work Employment	Annual Empl Growth	Space (m ²)
2016	2,006		
2017	2,043	37	-
2018	2,080	37	-
2019	2,104	24	-
2020	2,137	32	2,098
2021	2,170	34	2,195
2022	2,205	35	2,259
2023	2,242	37	2,421
2024	2,282	40	2,582
2025	2,324	42	2,743
2026	2,369	45	2,905
2027	2,414	45	2,905
2028	2,458	45	2,905
2029	2,503	45	2,905
Growth 2020-2029		399	25,916

Source: Hemson Consulting Ltd.

Note: Includes No Fixed Place of Work Employment

APPENDIX B

TOWNSHIP-WIDE SERVICES TECHNICAL APPENDIX

APPENDIX B

TOWNSHIP-WIDE SERVICES TECHNICAL APPENDIX INTRODUCTION AND OVERVIEW

The following appendix provides the detailed analysis undertaken to establish the development charge rates for each of the Township-wide services in the Township of Ramara.

The appendix is divided into two sub-sections, with one section for each of the services:

- B.1 Fire Protection
- B.2 Services Related to A Highway:
 - Public Works
 - Roads and Related

Each sub-section contains a set of three tables. The tables provide the background data and analysis undertaken to arrive at the calculated development charge rates for that particular service. An overview of the content and purpose of each of the tables is given below.

TABLE 1 HISTORICAL SERVICE LEVELS

Table 1 presents the data used to determine the 10-year historical service level. The *Development Charges Act (DCA)* and *Ontario Regulation 82/98* require that development charges be set at a level no higher than the average service level provided in the Township over the ten year period immediately preceding the preparation of the background study, on a service by service basis. For the purpose of this study, the historical inventory period is defined as 2010 to 2019.

O. Reg. 82/98 requires that, when defining and determining historical service levels, both the quantity and quality of service be taken into consideration. In most cases, the service levels are initially established in quantitative terms. For example, service levels for buildings are presented in terms of square feet per unit. The qualitative aspect is introduced by considering the monetary value of the facility or service. In the case of buildings, for example, the cost is shown in terms of cost per square foot to replace or construct a facility of the same quality. This approach helps to ensure that the development-related capital facilities that are to be funded by new development reflect

not only the quantity (number and size), but also the quality (value or cost) of service provided by the Township in the past. Both the quantitative and qualitative aspects of service levels used in the analysis are based on information provided by Township staff. This information is generally based on historical records and experience with costs to acquire or construct similar facilities, equipment and infrastructure.

The final page of Table 1 shows the calculation of the “maximum allowable funding envelope”, net of uncommitted excess capacity. The maximum allowable funding envelope is defined as the ten-year historical service level (expressed as either \$/capita or \$/capita and employment) multiplied by the forecast increase in net population or net population and employment over the planning period. The resulting figure is the value of capital infrastructure that would have to be constructed for that particular service so that the 10-year historical service level is maintained.

There is also a requirement in the *DCA* to consider “excess capacity” within the Township’s existing infrastructure that may be available to partially meet the future servicing requirements. If Council has expressed its intent, before or at the time the capacity was created, to recoup the cost of providing the capacity from new development, it is considered “committed excess capacity” under the *DCA* and the associated capital cost is eligible for recovery. Should uncommitted excess capacity exist it will be determined whether or not this capacity will be available to service new development and, if so, appropriate adjustments will be made to the calculations.

**TABLE 2 2020 – 2029 DEVELOPMENT-RELATED CAPITAL PROGRAM AND
CALCULATION OF THE “UNADJUSTED” DEVELOPMENT CHARGES**

The *DCA* requires that Council express its intent to provide future capital facilities to support future development. Based on the development forecasts presented in Appendix A, Township staff, in collaboration with consultants, have developed a development-related capital forecast that sets out the projects required to service anticipated growth for the ten-year period from 2020 to 2029. The development-related capital program for each service is shown as Table 2 of each sub-section.

To determine the share of the program that is eligible for recovery through development charges, the gross project costs are reduced by any anticipated grants, subsidies or other recoveries and “benefit to existing” shares.

A benefit to existing share represents the portion of a capital project that will benefit the existing community. It could, for example, represent a portion of a new facility that will, at least in part, replace a facility that is demolished, redeployed or will otherwise not be available to serve its former function (a “replacement” share). The benefit to existing share of the capital program is not deemed to be development-related and is therefore removed from the development charge calculation. The capital cost for benefit to existing shares will require funding from non-development charge sources, typically property taxes or user fees.

The capital program, less any benefit to existing shares, yields the development-related costs. Although deemed development-related, not all of the net development-related capital program may be recoverable from development charges in the period from 2020 to 2029. For some services, existing development charge reserve funds may be available to fund a share of the program.

Additionally, for some services, a portion of the capital program will service development that will not occur until after 2029. This portion of the capital program is either deemed “pre-built” service capacity to be considered as committed excess capacity to be recovered from post-2029 development or represents a future service level increase that is ineligible for development charge recovery.

The remaining portion of the net capital program represents the development-related cost that may be included in the development charge calculation. In all cases this amount is equal to or less than the maximum allowable funding envelope that is calculated on the final page of Table 1. The result is the discounted development-related net capital costs eligible for recovery against growth over the forecast period from 2020 to 2029.

Calculation of the Unadjusted Development Charges Rates

The section below the capital program displays the calculation of the “unadjusted” development charge rates. The term “unadjusted” development charge is used to distinguish the charge that is calculated prior to cash flow financing considerations. The cash flow analysis is shown in Table 3.

The first step in determining the unadjusted development charge rate is to allocate the development-related net capital cost between the residential and non-residential sectors. The development-related costs have been apportioned as 83% residential and

17% non-residential. This ratio is based on forecast changes in population in new housing units and employment in new non-residential space over the planning period.

The residential share of the 2020 to 2029 DC eligible costs are then divided by the forecast population growth in new dwelling units. This gives the unadjusted residential development charge per capita. The non-residential development-related net capital costs are divided by the forecast increase in non-residential gross floor area (GFA). This yields a charge per square metre of new non-residential GFA.

TABLE 3 CASH FLOW ANALYSIS

A cash flow analysis is also undertaken to account for the timing of projects and receipt of development charges. Interest earnings or borrowing costs, therefore, are accounted for in the calculation as allowed under the *DCA*. Based on the development forecast, the analysis calculates the development charge rate required to finance the net development-related capital spending plan, including provisions for any borrowing costs or interest earnings on the reserve funds. The cash flow analysis is designed so that the closing cash balance at the end of the planning period is as close to nil as possible.

In order to determine appropriate development charge rates reflecting borrowing and earnings necessary to support the net development-related funding requirement, assumptions are used for the inflation rate and interest rate. An inflation rate of 2% is used for the funding requirements and interest rates of 5.5% (negative balance) and 3.5% (positive balance) are used for borrowing/earnings on the funds.

Table 3 displays the results of the cash flow analysis and provides the adjusted or final per capita residential and per square metre (of GFA) non-residential development charges.

APPENDIX B.1

FIRE PROTECTION

APPENDIX B.1

FIRE PROTECTION

The Ramara Fire and Rescue Services is responsible for the provision of fire suppression and rescue, prevention, public education, administration, communications, training and emergency management. The department currently operates out of three fire stations throughout the Township.

TABLE 1 HISTORICAL SERVICE LEVELS

Table 1 displays the 10-year historic inventory for buildings, land, vehicles and furniture and equipment. Fire services in Ramara are provided from about 17,310 square feet of building space on 1.62 hectares of land valued at approximately \$6.06 million and \$324,000, respectively.

The Fire Department currently has a fleet of 21 vehicles with a replacement cost of approximately \$8.47 million. Furniture and equipment, including office furnishings, personal protection gear, communication equipment, breathing apparatus and other miscellaneous station equipment add another \$1.51 million to the value of the inventory.

The Fire Department's 2019 inventory of capital assets totals about \$16.35 million and the ten-year average historic service level is calculated at \$1,411.54 per population and employment. The ten-year maximum allowable funding envelope, based on the historic service level and the projected growth in population and employment, is calculated at \$3.23 million, and the full amount is brought forward to the development charges calculation.

TABLE 2 2020 – 2029 DEVELOPMENT-RELATED CAPITAL PROGRAM & CALCULATION OF THE "UNADJUSTED" DEVELOPMENT CHARGES

The 2020–2029 development-related capital program includes provisions for the construction of a fire station, as well as new vehicles and equipment. The primary expense is related to the construction of a new Station 3, which would deepen the station bays, and expand training and office spaces relative to the existing space. The construction of this station amounts to \$2.45 million with another \$250,000 to furnish and equip the new space. In addition, a zodiac boat will be acquired for \$125,000, and

another \$200,000 will be required to acquire additional equipment over the ten year period.

In total, the ten-year capital program for Fire Protection amounts to \$3.03 million. Of this cost, about \$1.65 million has been identified as a benefit to the existing community. The largest component of this share relates to the construction of a new fire station #3 – the station is anticipated to be equal to approximately 7,000 square feet, which represents a net increase in GFA of about 2,900 from the existing 4,100 square foot station. As the existing station is expected to be decommissioned when the new 7,000 square foot facility is constructed, the replacement share is equal to the value of the existing 4,100 square foot facility that will be decommissioned. Therefore, 59 per cent of the cost of the expansion and the related furniture and equipment has been removed from the calculation to account for the replacement share. The \$65,000 replacement share of the zodiac boat is the value of the boat being replaced by a boat with increased servicing capacity. This amount will not be funded through development charges.

The available reserve fund balance of \$333,184 has been applied to projects occurring earlier on in the ten-year period. The remaining \$1.05 million is related to development in the 2020-2029 planning period and is eligible for DC recovery. The development-related net capital cost is allocated 83% against residential development, or \$868,476, and 17% against non-residential development, or \$177,881. This ratio is based on each sector's share of population in new units and employment growth to 2029. The residential share of the net development-related capital cost is divided by the ten-year forecast growth in population in new units (1,944) to derive an unadjusted charge of \$446.72 per capita. The non-residential share of the net growth-related capital cost is divided by the ten-year forecast growth in floor space (25,916) to derive an unadjusted charge of \$6.86 per square metre.

TABLE 3 CASH FLOW ANALYSIS

After cash flow consideration, both the residential and non-residential calculated charges decrease to \$430.83 per capita and \$6.63 per square metre, respectively. The decrease is largely a result of the back-ended nature of the capital program with consideration of the funds already available applied to the capital projects occurring first.

The following table summarizes the Fire Protection development charge.

10-year Hist. Service Level \$/household	2020 - 2029		Unadjusted		Adjusted	
	Development-Related Total	Capital Program (\$000's) Net DC Recoverable	Development Charge \$/capita	Development Charge \$/sq.m	Development Charge \$/capita	Development Charge \$/sq.m
\$1,411.54	\$3,027	\$1,046	\$446.72	\$6.86	\$430.83	\$6.63

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APPENDIX B.1
TABLE 1

TOWNSHIP OF RAMARA
INVENTORY OF CAPITAL ASSETS
FIRE PROTECTION

BUILDINGS Station Name	# of Square Feet										UNIT COST (\$/sq.ft)
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
Fire Hall #1 - Brechin	6,650	6,650	6,650	6,650	6,650	6,650	6,650	6,650	6,650	6,650	\$350
Fire Hall #2 - Atherly	2,350	6,557	6,557	6,557	6,557	6,557	6,557	6,557	6,557	6,557	\$350
Fire Hall #3 - Fawham/Washago	4,100	4,100	4,100	4,100	4,100	4,100	4,100	4,100	4,100	4,100	\$350
Total (sq.ft.)	13,100	17,307	17,307	17,307	17,307	17,307	17,307	17,307	17,307	17,307	
Total (\$000)	\$4,585.0	\$6,057.5	\$6,057.5	\$6,057.5	\$6,057.5	\$6,057.5	\$6,057.5	\$6,057.5	\$6,057.5	\$6,057.5	

LAND Station Name	# of Hectares										UNIT COST (\$/ha)
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	
Fire Hall #1 - Brechin	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	\$200,000
Fire Hall #2 - Atherly	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	\$200,000
Fire Hall #3 - Fawham/Washago	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	\$200,000
Total (ha)	1.62	1.62	1.62	1.62	1.62	1.62	1.62	1.62	1.62	1.62	
Total (\$000)	\$324.0	\$324.0	\$324.0	\$324.0	\$324.0	\$324.0	\$324.0	\$324.0	\$324.0	\$324.0	

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APPENDIX B.1
TABLE 1

TOWNSHIP OF RAMARA
INVENTORY OF CAPITAL ASSETS
FIRE PROTECTION

VEHICLES Vehicle Type	# of Vehicles										UNIT COST (\$/vehicle)	
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019		
Fire Administration												
Car One	-	-	-	-	-	-	-	-	-	-	1	\$60,000
Car Two	-	-	1	1	1	1	1	1	1	1	1	\$60,000
Fire Hall #1 - Brechin												
Pumper	1	1	1	1	1	1	1	1	1	1	1	\$680,000
Telesquirt	1	-	-	-	-	-	-	-	-	-	-	\$1,000,000
Aerial Tower Truck	-	1	1	1	1	1	1	1	1	1	1	\$1,300,000
Boat	1	1	1	1	1	1	1	1	1	1	1	\$125,000
Air Boat & Trailer	1	1	1	1	1	1	1	1	1	1	1	\$200,000
Resuce Van 1	1	1	1	1	1	1	1	1	1	1	1	\$60,000
Resuce Van 2	1	1	1	1	1	1	1	1	1	1	1	\$550,000
Tanker	1	1	1	1	1	1	1	1	1	1	1	\$500,000
Fire Hall #2 - Atherly												
Pumper	1	1	1	1	1	1	1	1	1	1	1	\$680,000
Telesquirt	-	1	1	1	1	1	1	1	1	1	1	\$1,000,000
Tanker	1	1	1	1	1	1	1	1	1	1	1	\$600,000
Rescue Van	1	1	1	1	1	1	1	1	1	1	1	\$550,000
Boat with Trailer	1	1	1	1	1	1	1	1	1	1	1	\$125,000
Boat C/W Accs.	1	1	1	1	1	-	-	-	-	-	-	\$125,000
ATV & Trailer	1	1	1	1	1	1	1	1	1	1	1	\$26,000
Fire Hall #3 - Fawham/Washago												
Pumper	1	1	1	1	1	1	1	1	1	1	1	\$680,000
Tanker	1	1	1	1	1	1	1	1	1	1	1	\$600,000
Inflatable Boat & Trailer	1	1	1	1	1	1	1	1	1	1	1	\$65,000
Rescue Van	1	1	1	1	1	1	1	1	1	1	1	\$550,000
Rescue Van	1	1	-	-	-	-	-	-	-	-	-	\$550,000
ATV and Trailer	1	1	1	1	1	1	1	1	1	1	1	\$26,000
Trailer	1	1	1	1	1	1	1	1	1	1	1	\$30,000
Total (#)	20	21	21	21	21	20	20	20	20	20	21	
Total (\$000)	\$7,722.0	\$9,022.0	\$8,532.0	\$8,532.0	\$8,532.0	\$8,407.0	\$8,407.0	\$8,407.0	\$8,407.0	\$8,407.0	\$8,467.0	

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APPENDIX B.1
TABLE 1

TOWNSHIP OF RAMARA
INVENTORY OF CAPITAL ASSETS
FIRE PROTECTION

FURNITURE & EQUIPMENT Description	Total Value of Furniture & Equipment (\$)									
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Office Equipment and Furnishings										
Brechin	\$99,750	\$99,750	\$99,750	\$99,750	\$99,750	\$99,750	\$99,750	\$99,750	\$99,750	\$99,750
Atherley	\$98,355	\$98,355	\$98,355	\$98,355	\$98,355	\$98,355	\$98,355	\$98,355	\$98,355	\$98,355
Washago	\$61,620	\$61,620	\$61,620	\$61,620	\$61,620	\$61,620	\$61,620	\$61,620	\$61,620	\$61,620
Personal Fire Fighter Equipment										
- Protective Equipment Ensemble (pooled)	\$189,000	\$195,000	\$201,000	\$207,000	\$210,000	\$215,000	\$218,000	\$224,000	\$230,000	\$233,000
Communications Equipment										
- Pooled Communications Equipment	\$183,327	\$194,830	\$215,319	\$215,319	\$215,319	\$215,319	\$215,319	\$225,319	\$225,319	\$295,319
Breathing Apparatus										
SCBA Kit	\$198,000	\$198,000	\$198,000	\$198,000	\$198,000	\$198,000	\$198,000	\$198,000	\$198,000	\$198,000
Extra Cylinders	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
CPR/Defibrillators	\$27,000	\$27,000	\$27,000	\$27,000	\$27,000	\$27,000	\$27,000	\$27,000	\$27,000	\$27,000
Other Station Equipment	\$77,504	\$77,504	\$77,504	\$77,504	\$77,504	\$77,504	\$77,504	\$77,504	\$77,504	\$77,504
Heavy Hydraulics Extrication Tools	\$90,000	\$90,000	\$90,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000
Hazmat Systems w/14 suits	\$27,300	\$27,300	\$27,300	\$27,300	\$27,300	\$27,300	\$27,300	\$27,300	\$27,300	\$27,300
Pumps	\$54,600	\$54,600	\$54,600	\$54,600	\$54,600	\$54,600	\$54,600	\$54,600	\$62,000	\$62,000
Generators	\$83,200	\$91,000	\$146,100	\$146,100	\$146,100	\$146,100	\$146,100	\$146,100	\$146,100	\$146,100
Total (\$000)	\$1,219.7	\$1,245.0	\$1,326.5	\$1,392.5	\$1,395.5	\$1,400.5	\$1,403.5	\$1,419.5	\$1,432.9	\$1,505.9

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APPENDIX B.1
TABLE 1

TOWNSHIP OF RAMARA
CALCULATION OF SERVICE LEVELS
FIRE PROTECTION

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Historical Population	9,306	9,275	9,317	9,359	9,402	9,445	9,488	9,662	9,839	9,954
Historical Employment	<u>1,610</u>	<u>1,638</u>	<u>1,706</u>	<u>1,777</u>	<u>1,851</u>	<u>1,928</u>	<u>2,006</u>	<u>2,043</u>	<u>2,080</u>	<u>2,104</u>
Total	10,916	10,913	11,023	11,136	11,253	11,373	11,494	11,705	11,919	12,058

INVENTORY SUMMARY (\$000)

Buildings	\$4,585	\$6,057	\$6,057	\$6,057	\$6,057	\$6,057	\$6,057	\$6,057	\$6,057	\$6,057
Land	\$324	\$324	\$324	\$324	\$324	\$324	\$324	\$324	\$324	\$324
Vehicles	\$7,722	\$9,022	\$8,532	\$8,532	\$8,532	\$8,407	\$8,407	\$8,407	\$8,407	\$8,467
Equipment	\$1,220	\$1,245	\$1,327	\$1,393	\$1,396	\$1,401	\$1,404	\$1,420	\$1,433	\$1,506
Total (\$000)	\$13,851	\$16,648	\$16,240	\$16,306	\$16,309	\$16,189	\$16,192	\$16,208	\$16,221	\$16,354

SERVICE LEVEL (\$/capita and employee)

Average
Service
Level

Buildings	\$420.01	\$555.07	\$549.53	\$543.95	\$538.30	\$532.62	\$527.01	\$517.52	\$508.23	\$502.35	\$519.46
Land	\$29.68	\$29.69	\$29.39	\$29.09	\$28.79	\$28.49	\$28.19	\$27.68	\$27.18	\$26.87	\$28.51
Vehicles	\$707.37	\$826.72	\$774.02	\$766.16	\$758.20	\$739.21	\$731.43	\$718.25	\$705.37	\$702.18	\$742.89
Equipment	\$111.73	\$114.08	\$120.34	\$125.05	\$124.02	\$123.15	\$122.11	\$121.28	\$120.23	\$124.89	\$120.69
Total (\$/capita and employee)	\$1,268.78	\$1,525.56	\$1,473.28	\$1,464.26	\$1,449.30	\$1,423.46	\$1,408.73	\$1,384.72	\$1,361.01	\$1,356.28	\$1,411.54

CALCULATION OF MAXIMUM ALLOWABLE
TOWNSHIP OF RAMARA

10-Year Funding Envelope Calculation	
10 Year Average Service Level 2010 - 2019	\$1,411.54
Net Pop and Employment Growth 2020 - 2029	2,288
Maximum Allowable Funding Envelope	3,230,034
Discounted Maximum Allowable Funding Envelope	\$3,230,034

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APPENDIX B.1
TABLE 2

TOWNSHIP OF RAMARA
2020 DEVELOPMENT CHARGES BACKGROUND STUDY
DEVELOPMENT-RELATED CAPITAL PROGRAM

Service	Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Cost		Total DC Eligible Costs	DC Eligible Costs		
						Replacement and BTE Share	0% Reduction		Available DC Reserves	2020-2029	Post 2029
1.0 FIRE PROTECTION											
1.1 Buildings, Land & Furnishings											
	1.1.1 Station 3 Expansion	2028	\$ 2,450,000	\$ -	\$ 2,450,000	\$ 1,435,000	\$ -	\$ 1,015,000	\$ 73,184	\$ 941,816	\$ -
	1.1.2 Furniture and Equipment for New Station Space	2028	\$ 252,340	\$ -	\$ 252,340	\$ 147,799	\$ -	\$ 104,541	\$ -	\$ 104,541	\$ -
	Subtotal Buildings, Land & Furnishings		\$ 2,702,340	\$ -	\$ 2,702,340	\$ 1,582,799	\$ -	\$ 1,119,541	\$ 73,184	\$ 1,046,357	\$ -
1.2 Fully Equipped Vehicles											
	1.2.1 Zodiac Boat	2025	\$ 125,000	\$ -	\$ 125,000	\$ 65,000	\$ -	\$ 60,000	\$ 60,000	\$ -	\$ -
	Subtotal Fully Equipped Vehicles		\$ 125,000	\$ -	\$ 125,000	\$ 65,000	\$ -	\$ 60,000	\$ 60,000	\$ -	\$ -
1.3 Equipment											
	1.3.1 Provision for Additional Equipment	Various	\$ 200,000	\$ -	\$ 200,000	\$ -	\$ -	\$ 200,000	\$ 200,000	\$ -	\$ -
	Subtotal Equipment		\$ 200,000	\$ -	\$ 200,000	\$ -	\$ -	\$ 200,000	\$ 200,000	\$ -	\$ -
TOTAL FIRE PROTECTION			\$ 3,027,340	\$ -	\$ 3,027,340	\$ 1,647,799	\$ -	\$ 1,379,541	\$ 333,184	\$ 1,046,357	\$ -

Residential Development Charge Calculation		
Residential Share of 2020-2029 DC Eligible Costs	83.0%	\$868,476
10 Year Growth in Population in New Units		1,944
Unadjusted Development Charge Per Capita (\$)		\$446.72
Non-Residential Development Charge Calculation		
Non-Residential Share of 2020-2029 DC Eligible Costs	17.0%	\$177,881
10 Year Growth in Square Meters		25,916
Unadjusted Development Charge Per Sq.M (\$)		\$6.86

2020 - 2029 Net Funding Envelope	\$3,230,034
Reserve Fund Balance	\$333,184

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APPENDIX B.1
TABLE 3

TOWNSHIP OF RAMARA
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE
FIRE PROTECTION
RESIDENTIAL DEVELOPMENT CHARGE

1.00 FIRE PROTECTION

OPENING CASH BALANCE FROM APPLICABLE RESERVES	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	TOTAL
OPENING CASH BALANCE (\$000)	0.0	68.6	144.3	226.3	318.2	420.7	535.4	662.2	795.6	(108.6)	
10-YEAR RESIDENTIAL FUNDING REQUIREMENTS											
1.00 Fire Protection : Non Inflated	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$868.48	\$0.00	\$868.48
1.00 Fire Protection: Inflated	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,017.56	\$0.00	\$1,017.56
POPULATION GROWTH											
- Population in New Units	157	164	169	180	193	207	219	219	219	219	1,944
REVENUE - current (\$000)											
- Dev. Charge Receipts	67.5	72.0	75.6	82.5	89.8	98.3	106.2	108.3	110.5	112.7	\$923.28
- Interest on Opening Balance	0.0	2.4	5.1	7.9	11.1	14.7	18.7	23.2	27.8	(6.0)	\$105.02
- Interest on In-year Transactions (excl.int.)	1.2	1.3	1.3	1.4	1.6	1.7	1.9	1.9	(24.9)	2.0	(\$10.72)
TOTAL REVENUE	68.6	75.7	82.0	91.8	102.5	114.8	126.8	133.4	113.4	108.7	\$1,017.58
CLOSING CASH BALANCE	68.6	144.3	226.3	318.2	420.7	535.4	662.2	795.6	(108.6)	0.0	

2020 Adjusted Charge Per Capita	\$430.83
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Allocation of Capital Program	
Residential Sector	83.0%
Non-Residential Sector	17.0%
Rates for 2020	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

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APPENDIX B.1
TABLE 3

**TOWNSHIP OF RAMARA
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE
FIRE PROTECTION
NON-RESIDENTIAL DEVELOPMENT CHARGE**

1.00 FIRE PROTECTION

OPENING CASH BALANCE FROM APPLICABLE RESERVES	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	TOTAL
OPENING CASH BALANCE (\$000)	\$0.00	\$14.15	\$29.75	\$46.65	\$65.61	\$86.76	\$110.22	\$136.15	\$163.42	(\$21.82)	
TEN YEAR NON-RESIDENTIAL FUNDING REQUIREMENTS											
1.00 Fire Protection : Non Inflated	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$177.88	\$0.00	\$177.88
1.00 Fire Protection: Inflated	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$208.42	\$0.00	\$208.42
NON-RESIDENTIAL GROWTH											
- Sq. Metres in New Buildings	2,098	2,195	2,259	2,421	2,582	2,743	2,905	2,905	2,905	2,905	25,916
REVENUE - current (\$000)											
- Dev. Charge Receipts	13.9	14.8	15.6	17.0	18.5	20.1	21.7	22.1	22.6	23.0	\$189.36
- Interest on Opening Balance	0.0	0.5	1.0	1.6	2.3	3.0	3.9	4.8	5.7	(1.2)	\$21.64
- Interest on In-year Transactions (excl.int.)	0.2	0.3	0.3	0.3	0.3	0.4	0.4	0.4	(5.1)	0.4	(\$2.19)
TOTAL REVENUE	14.2	15.6	16.9	19.0	21.1	23.5	25.9	27.3	23.2	22.2	\$208.81
CLOSING CASH BALANCE	14.2	29.7	46.6	65.6	86.8	110.2	136.1	163.4	(21.8)	0.4	

2020 Adjusted Charge Per Square Metre	\$6.63
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Allocation of Capital Program	
Residential Sector	83.0%
Non-Residential Sector	17.0%
Rates for 2020	
Inflation Rate:	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

APPENDIX B.2

SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS

APPENDIX B.2

SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS

The Public Works Departments principle function is to provide year-round maintenance to roads within the Township. The department is also responsible for the construction and re-construction of roads and related infrastructure. Note that the components of the roads component is discussed in a separate section below.

TABLE 1 HISTORIC SERVICE LEVELS

The Public Works Department operates out of a number of buildings in the Township of Ramara within three works yards. In 2019, approximately 32,650 square feet of space was available for these purposes, and was valued at approximately \$4.32 million. The 2.20 hectares of land associated with these buildings is worth \$440,000. The total replacement cost of furniture and equipment within all three yards is \$319,000. The 2019 inventory of municipal fleet, comprised of 36 vehicles in 2019 has a replacement value of about \$4.17 million.

The total value of the Public Works capital inventory is \$9.25 million. Over the 2010–2019 period, the average service level is \$887.82 per population and employment, and this, multiplied by the ten-year growth in net population plus employment, results in a maximum allowable funding envelope of \$2.03 million. No excess capacity has been identified for this service, and therefore the full maximum allowable funding envelope is brought forward to the development charges calculation. This services makes up part of the “Services Related to a Highway” service category, and as such, the full cost of the service has been included in the calculation

TABLE 2 2020 – 2029 DEVELOPMENT-RELATED CAPITAL PROGRAM & CALCULATION OF THE “UNADJUSTED” DEVELOPMENT CHARGES

The 2020–2029 development-related capital program for Public Works amounts to \$1.71 million. The program includes an expansion to the Brechin wash bay for \$220,000, and the construction of a salt/sand dome in the Township’s north end for \$500,000. New fleet acquisitions include a new loader for the expanded dome, a tractor brusher, a plow truck, and a pickup truck; these fleet purchases total \$690,000. Other

equipment purchases include GIS equipment and surveying equipment, as well as a general provision of \$250,000 to acquire equipment over the ten years.

No grants or subsidies are anticipated to offset the cost of the program. Non-growth shares have been deducted for, including:

- A 50 per cent benefit to existing share related to the wash bay project as well as miscellaneous tools and equipment is applied;
- A 50 per cent replacement/benefit to existing share is applied to the salt/sand dome and the loader to reflect that the new facility will have an increased capacity relative to what is currently used at the County level. Also, the loader will be required at the dome when operations are developed in the Township; and
- An 81 per cent benefit to existing deduction on the GIS and surveying equipment has been made – this allocation represents the share of ten-year population and employment growth over the existing population and employment base.

A portion of this program will be funded through the Public Works DC reserve balance of \$65,282. The remaining \$993,732 is related to development in the 2020 to 2029 planning period and is eligible for DC recovery in this period. This development related cost is allocated 83 per cent, or \$824,797, against new residential development, and 17 per cent, or \$168,934, against new non-residential development. This yields an unadjusted residential development charge of \$424.26 per capita and \$6.52 per square metre, respectively.

TABLE 3 CASH FLOW ANALYSIS

After cash flow consideration, the calculated residential development charge decreases to \$423.03 per capita and the non-residential charge decreases to \$6.50 per square metre.

10-year Hist. Service Level \$/pop & employment	PUBLIC WORKS SUMMARY			Unadjusted		Adjusted	
	Development-Related Total	Capital Program (\$000's) Net DC Recoverable	2020 - 2029	Development Charge \$/capita	Development Charge \$/sq.m	Development Charge \$/capita	Development Charge \$/sq.m
\$987.22	\$1,708	\$994		\$424.26	\$6.52	\$423.03	\$6.50

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APPENDIX B.2
TABLE 1

TOWNSHIP OF RAMARA
INVENTORY OF CAPITAL ASSETS
SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS

BUILDINGS Facility Name	# of Square Feet										UNIT COST (\$/sq.ft)	
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019		
Yard 1 - Shop and Office Building	6,500	6,500	6,500	6,500	6,500	6,500	6,500	6,500	6,500	6,500	6,500	\$200
Yard 1 - Old Shop	2,949	2,949	2,949	2,949	2,949	2,949	2,949	2,949	2,949	2,949	2,949	\$210
Yard 1 - Heated Storage	3,400	3,400	3,400	3,400	3,400	3,400	3,400	3,400	3,400	3,400	3,400	\$100
Yard 1 - Coverall Storage Building	0	3,360	3,360	3,360	3,360	3,360	3,360	3,360	3,360	3,360	3,360	\$20
Yard 2 - Garage	2,560	2,560	2,560	2,560	2,560	2,560	2,560	2,560	2,560	2,560	2,560	\$140
Yard 2 - Sand Dome	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	\$50
Yard 3	5,880	5,880	5,880	5,880	5,880	5,880	5,880	5,880	5,880	5,880	5,880	\$210
Total (sq.ft)	29,289	32,649	32,649	32,649	32,649	32,649	32,649	32,649	32,649	32,649	32,649	
Total (\$000)	\$4,252.5	\$4,319.7	\$4,319.7	\$4,319.7	\$4,319.7	\$4,319.7	\$4,319.7	\$4,319.7	\$4,319.7	\$4,319.7	\$4,319.7	

LAND Facility Name	# of Hectares										UNIT COST (\$/ha)	
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019		
Yard 1	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	\$200,000
Yard 2	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	\$200,000
Yard 3	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	\$200,000
Total (ha)	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	
Total (\$000)	\$440.0	\$440.0	\$440.0	\$440.0	\$440.0	\$440.0	\$440.0	\$440.0	\$440.0	\$440.0	\$440.0	

FURNITURE AND EQUIPMENT Facility Name	Total Value of Furniture and Equipment (\$)									
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Yard 1	\$194,000	\$201,000	\$201,000	\$204,000	\$214,000	\$214,000	\$234,000	\$234,000	\$244,000	\$244,000
Yard 2	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$30,000	\$30,000	\$40,000	\$40,000
Yard 3	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$25,000	\$25,000	\$35,000	\$35,000
Total (\$000)	\$209.0	\$216.0	\$216.0	\$219.0	\$229.0	\$229.0	\$289.0	\$289.0	\$319.0	\$319.0

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APPENDIX B.2
TABLE 1

TOWNSHIP OF RAMARA
INVENTORY OF CAPITAL ASSETS
SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS

MUNICIPAL FLEET (1 of 2) Description	# of Vehicles										UNIT COST (\$/vehicle)
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
Road Vehicles											
V008 '90 Ford (Yd 3)	-	-	-	-	-	-	-	-	-	-	\$300,000
V13 - 2006 tandem international	1	1	1	1	1	1	1	1	1	1	\$207,900
V16 - 2003 tandem international	1	1	1	1	1	1	1	-	-	-	\$300,000
V24 - 2005 tandem international	1	1	1	1	1	1	1	1	1	1	\$300,000
V26 - 1999 single axle international	1	1	1	1	1	1	1	1	1	1	\$288,298
V26 - 2018 tandem international	-	-	-	-	-	-	-	-	-	1	\$300,000
V6 - 2007 tandem international	1	1	1	1	1	1	1	1	1	1	\$300,000
V2 - 1999 tandem international	1	-	-	-	-	-	-	-	-	-	\$288,298
V2 - 2011 tandem international	-	1	1	1	1	1	1	1	1	1	\$300,000
V3 - 1993 tandem international	1	1	1	1	-	-	-	-	-	-	\$300,000
V3 - 2014 tandem International	-	-	-	-	1	1	1	1	1	1	\$300,000
V4 - 1995 tandem international	1	1	1	1	-	-	-	-	-	-	\$300,000
V8 - 2009 tandem international	1	1	1	1	1	1	1	1	1	1	\$300,000
V014 '99 Chev 1/2 ton	1	1	-	-	-	-	-	-	-	-	\$40,900
#14 '12 GMC 1/2 ton, 2WD	-	1	1	1	1	1	1	1	1	1	\$40,000
V017 '00 GMC 1/2 ton	1	1	1	-	-	-	-	-	-	-	\$30,700
#17 '13 GMC Sierra 1/2 ton	-	-	1	1	1	1	1	1	1	1	\$40,000
V012 '01 GMC 1/2 ton (Yd 3)	1	-	-	-	-	-	-	-	-	-	\$26,800
#12 '11 GMC Sierra, 1 ton	1	1	1	1	1	1	1	1	1	1	\$70,000
V010 '04 Chev 1/2 ton	1	1	1	1	-	-	-	-	-	-	\$30,300
#10 '14 GMC, 1/2 ton	-	-	-	1	1	-	-	-	-	-	\$40,000
V015 '06 Ford 1/2 ton	1	1	1	1	1	-	-	-	-	-	\$29,200
#15-17 Chev 1/2 ton	-	-	-	-	-	-	-	1	1	1	\$40,000
V028 '07 Chev 1/2 ton 4X4	1	1	1	1	1	1	1	1	1	1	\$30,000
#28 2017 Chev 1/2 ton 4x4	-	-	-	-	-	-	-	-	1	1	\$40,000
V029 '09 GMC 1/2 ton 4X4	1	1	1	1	1	1	1	1	-	-	\$26,700
#29 2017 Chev 4x4 1/2 ton	-	-	-	-	-	-	-	1	1	1	\$40,000
#4 '14 GMC Sierra 1 ton 4X4	-	-	-	-	1	1	1	1	1	1	\$70,000
Off Road Vehicles											
#21 '71 Roller/Compactor	1	1	1	-	-	-	-	-	-	-	\$247,500
#21 '06 Roller	1	1	1	1	1	1	1	1	1	1	\$87,200
#20 '86 Loader	1	1	1	1	1	-	-	-	-	-	\$231,300
#20 Hyundai loader	-	-	-	-	-	-	-	-	1	1	\$200,000
#22 '88 Trailer	1	1	1	1	1	1	1	1	-	-	\$16,600
#22 triaxle trailer	-	-	-	-	-	-	-	1	1	1	\$40,000
Traffic control trailer	-	-	-	-	-	-	-	-	1	1	\$20,000
Traffic control trailer	-	-	-	-	-	-	-	-	1	1	\$20,000

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APPENDIX B.2
TABLE 1

TOWNSHIP OF RAMARA
INVENTORY OF CAPITAL ASSETS
SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS

MUNICIPAL FLEET (2 of 2) Description	# of Vehicles										UNIT COST (\$/vehicle)	
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019		
Hotbox	-	-	-	-	-	1	1	1	1	1	1	\$50,000
#5 '90 JD Backhoe	1	1	1	1	1	-	-	-	-	-	-	\$133,500
#5 2015 Cat Backhoe	-	-	-	-	-	1	1	1	1	1	1	\$150,000
#23 '91 Brusher/Chipper	1	1	1	1	1	-	-	-	-	-	-	\$32,800
#23 2017 Carlton chipper	-	-	-	-	-	-	-	1	1	1	1	\$55,000
#25 '95 JD 4X4 Backhoe (Yd 3)	1	1	1	1	1	1	-	-	-	-	-	\$106,200
#1 Champion Grader	1	1	1	-	-	-	-	-	-	-	-	\$251,800
#1 John Deere Grader	-	-	1	1	1	1	1	1	1	1	1	\$380,000
#18 '99 JD Tractor	1	1	1	1	1	1	1	1	1	1	1	\$41,600
#9 '01 Volvo Grader (Yd 3)	1	1	1	1	1	1	-	-	-	-	-	\$345,400
#11 '99 JD Backhoe	1	1	1	1	1	-	-	-	-	-	-	\$120,500
#11 Broom	-	-	1	1	1	1	1	1	1	1	1	\$16,600
#28 '03 Kubota Lawn Tractor	1	1	-	-	-	-	-	-	-	-	-	\$13,100
P1 2011 Kubota Lawn Tractor	-	1	1	1	1	1	1	1	1	1	-	\$22,000
P1 2018 Kubota Lawn Tractor	-	-	-	-	-	-	-	-	1	1	1	\$22,000
#29 2009 Kubota Lawn Tractor	1	1	1	1	1	1	1	1	1	1	1	\$22,000
#07 '08 JD Grader	1	1	2	2	2	-	-	-	-	-	-	\$380,000
#34 '12 JD Tractor with Saw Blade	-	-	1	1	1	1	1	1	1	1	1	\$150,000
#32 '11 Raglan Gravel Packer	1	1	1	1	1	1	1	1	1	1	1	\$30,000
grader roller	-	-	-	-	-	-	-	-	-	1	1	\$30,000
#33 '98 Gradall	-	-	1	1	1	1	1	1	1	1	1	\$650,000
#35 Durapatcher	-	-	-	-	1	1	1	1	1	1	1	\$80,000
#30 '10 Drag unit	1	1	1	1	1	1	1	1	1	1	1	\$10,900
Drag unit	-	-	1	1	1	1	1	1	1	1	1	\$10,000
Pressure Steamer	1	1	1	1	1	1	1	1	1	1	1	\$25,000
	-	-	-	-	-	1	1	1	1	1	1	\$25,000
	1	1	1	1	1	1	1	1	1	1	1	\$11,200
Total (#)	35	36	41	39	39	34	31	35	40	36		
Total (\$000)	\$4,975.7	\$5,022.6	\$6,595.2	\$6,105.2	\$5,924.9	\$4,802.6	\$4,051.0	\$4,226.0	\$4,814.7	\$4,174.4		

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APPENDIX B.2
TABLE 1

TOWNSHIP OF RAMARA
CALCULATION OF SERVICE LEVELS
PUBLIC WORKS: BUILDINGS & FLEET

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Historical Population	9,306	9,275	9,317	9,359	9,402	9,445	9,488	9,662	9,839	9,954
Historical Employment	<u>1,610</u>	<u>1,638</u>	<u>1,706</u>	<u>1,777</u>	<u>1,851</u>	<u>1,928</u>	<u>2,006</u>	<u>2,043</u>	<u>2,080</u>	<u>2,104</u>
Total Population and Employment	10,916	10,913	11,023	11,136	11,253	11,373	11,494	11,705	11,919	12,058

INVENTORY SUMMARY (\$000)

Buildings	\$4,252.5	\$4,319.7	\$4,319.7	\$4,319.7	\$4,319.7	\$4,319.7	\$4,319.7	\$4,319.7	\$4,319.7	\$4,319.7
Land	\$440.0	\$440.0	\$440.0	\$440.0	\$440.0	\$440.0	\$440.0	\$440.0	\$440.0	\$440.0
Furniture & Equipment	\$209.0	\$216.0	\$216.0	\$219.0	\$229.0	\$229.0	\$289.0	\$289.0	\$319.0	\$319.0
Fleet	\$4,975.7	\$5,022.6	\$6,595.2	\$6,105.2	\$5,924.9	\$4,802.6	\$4,051.0	\$4,226.0	\$4,814.7	\$4,174.4
Total (\$000)	\$9,877.2	\$9,998.3	\$11,570.9	\$11,083.9	\$10,913.6	\$9,791.3	\$9,099.7	\$9,274.7	\$9,893.4	\$9,253.1

Average
Service
Level

SERVICE LEVEL (\$/pop & employ)

Buildings	\$389.55	\$395.83	\$391.88	\$387.90	\$383.87	\$379.82	\$375.82	\$369.05	\$362.43	\$358.24	\$379.44
Land	\$40.31	\$40.32	\$39.92	\$39.51	\$39.10	\$38.69	\$38.28	\$37.59	\$36.92	\$36.49	\$38.71
Furniture & Equipment	\$19.15	\$19.79	\$19.60	\$19.67	\$20.35	\$20.14	\$25.14	\$24.69	\$26.76	\$26.45	\$22.17
Fleet	\$455.80	\$460.24	\$598.31	\$548.24	\$526.52	\$422.28	\$352.44	\$361.05	\$403.96	\$346.19	\$447.50
Total (\$/pop & employ)	\$904.81	\$916.18	\$1,049.71	\$995.32	\$969.84	\$860.93	\$791.68	\$792.38	\$830.07	\$767.37	\$887.82

CALCULATION OF MAXIMUM ALLOWABLE
TOWNSHIP OF RAMARA

10-Year Funding Envelope Calculation	
10 Year Average Service Level 2010 - 2019	\$887.82
Net Population and Employment Growth 2020 - 2029	2,288
Maximum Allowable Funding Envelope	\$2,031,603
Discounted Maximum Allowable Funding Envelope	\$2,031,603

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APPENDIX B.2
TABLE 2

TOWNSHIP OF RAMARA
2020 DEVELOPMENT CHARGES BACKGROUND STUDY
DEVELOPMENT-RELATED CAPITAL PROGRAM

Service	Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Cost		Total DC Eligible Costs	DC Eligible Costs		
						Replacement and BTE Share	0% Reduction		Available DC Reserves	2020-2029	Post 2029
2.0 SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS											
2.1 Buildings, Land & Furnishings											
	2.1.1 Wash Bay in Brechin	2024	\$ 220,000	\$ -	\$ 220,000	\$ 110,000	\$ -	\$ 110,000	\$ -	\$ 110,000	\$ -
	2.1.2 Salt/Sand Dome in North End	2027	\$ 500,000	\$ -	\$ 500,000	\$ 250,000	\$ -	\$ 250,000	\$ -	\$ 250,000	\$ -
	Subtotal Buildings, Land & Furnishings		\$ 720,000	\$ -	\$ 720,000	\$ 360,000	\$ -	\$ 360,000	\$ -	\$ 360,000	\$ -
2.2 Fleet and Equipment											
	2.2.1 Tractor Brusher	2020	\$ 150,000	\$ -	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 65,282	\$ 84,718	\$ -
	2.2.2 GIS Handhelds and Software	2020	\$ 17,500	\$ -	\$ 17,500	\$ 14,179	\$ -	\$ 3,321	\$ -	\$ 3,321	\$ -
	2.2.3 Survey Equipment	2023	\$ 30,000	\$ -	\$ 30,000	\$ 24,307	\$ -	\$ 5,693	\$ -	\$ 5,693	\$ -
	2.2.4 Loader for New Dome in Yard 3	2027	\$ 250,000	\$ -	\$ 250,000	\$ 125,000	\$ -	\$ 125,000	\$ -	\$ 125,000	\$ -
	2.2.5 Single Axel Plow Truck	2027	\$ 250,000	\$ -	\$ 250,000	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000	\$ -
	2.2.6 Pickup Truck	2028	\$ 40,000	\$ -	\$ 40,000	\$ -	\$ -	\$ 40,000	\$ -	\$ 40,000	\$ -
	2.2.7 Miscellaneous Tools and Equipment	Various	\$ 250,000	\$ -	\$ 250,000	\$ 125,000	\$ -	\$ 125,000	\$ -	\$ 125,000	\$ -
	Subtotal Fleet and Equipment		\$ 987,500	\$ -	\$ 987,500	\$ 288,486	\$ -	\$ 699,014	\$ 65,282	\$ 633,732	\$ -
TOTAL SERVICES RELATED TO A HIGHWAY: PUBLIC WORKS			\$ 1,707,500	\$ -	\$ 1,707,500	\$ 648,486	\$ -	\$ 1,059,014	\$ 65,282	\$ 993,732	\$ -

Residential Development Charge Calculation		
Residential Share of 2020-2029 DC Eligible Costs	83.0%	\$824,797
10 Year Growth in Population in New Units		1,944
Unadjusted Development Charge Per Capita (\$)		\$424.26
Non-Residential Development Charge Calculation		
Non-Residential Share of 2020-2029 DC Eligible Costs	17.0%	\$168,934
10 Year Growth in Square Meters		25,916
Unadjusted Development Charge Per Sq.M (\$)		\$6.52

2020 - 2029 Net Funding Envelope	\$2,031,603
Reserve Fund Balance	\$65,282

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APPENDIX B.2
TABLE 3

**TOWNSHIP OF RAMARA
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE
PUBLIC WORKS
RESIDENTIAL DEVELOPMENT CHARGE**

2.00 PUBLIC WORKS

OPENING CASH BALANCE FROM APPLICABLE RESERVES	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	TOTAL
OPENING CASH BALANCE (\$000)	0.0	(17.7)	42.5	108.6	178.5	162.2	254.5	357.6	(145.2)	(94.7)	
10-YEAR RESIDENTIAL FUNDING REQUIREMENTS											
2.00 Public Works : Non Inflated	\$83.45	\$10.38	\$10.38	\$15.10	\$101.68	\$10.38	\$10.38	\$529.13	\$43.58	\$10.38	\$824.80
2.00 Public Works: Inflated	\$83.45	\$10.58	\$10.79	\$16.02	\$110.06	\$11.45	\$11.68	\$607.80	\$51.06	\$12.40	\$925.30
POPULATION GROWTH											
- Population in New Units	157	164	169	180	193	207	219	219	219	219	1,944
REVENUE - current (\$000)											
- Dev. Charge Receipts	66.2	70.7	74.3	81.0	88.2	96.5	104.2	106.3	108.5	110.6	\$906.56
- Interest on Opening Balance	0.0	(1.0)	1.5	3.8	6.2	5.7	8.9	12.5	(8.0)	(5.2)	\$24.47
- Interest on In-year Transactions (excl.int.)	(0.5)	1.1	1.1	1.1	(0.6)	1.5	1.6	(13.8)	1.0	1.7	(\$5.73)
TOTAL REVENUE	65.8	70.8	76.9	85.9	93.8	103.7	114.8	105.1	101.5	107.1	\$925.30
CLOSING CASH BALANCE	(17.7)	42.5	108.6	178.5	162.2	254.5	357.6	(145.2)	(94.7)	(0.0)	

2020 Adjusted Charge Per Capita	\$423.03
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Allocation of Capital Program	
Residential Sector	83.0%
Non-Residential Sector	17.0%
Rates for 2020	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

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APPENDIX B.2
TABLE 3

**TOWNSHIP OF RAMARA
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE
PUBLIC WORKS
NON-RESIDENTIAL DEVELOPMENT CHARGE**

2.00 PUBLIC WORKS

OPENING CASH BALANCE FROM APPLICABLE RESERVES	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	TOTAL
OPENING CASH BALANCE (\$000)	\$0.00	(\$3.55)	\$8.85	\$22.45	\$36.88	\$33.67	\$52.49	\$73.52	(\$29.54)	(\$19.31)	
TEN YEAR NON-RESIDENTIAL FUNDING REQUIREMENTS											
3.00 Public Works : Non Inflated	\$17.09	\$2.13	\$2.13	\$3.09	\$20.83	\$2.13	\$2.13	\$108.38	\$8.93	\$2.13	\$168.93
3.00 Public Works: Inflated	\$17.09	\$2.17	\$2.21	\$3.28	\$22.54	\$2.35	\$2.39	\$124.49	\$10.46	\$2.54	\$189.52
NON-RESIDENTIAL GROWTH											
- Sq. Metres in New Buildings	2,098	2,195	2,259	2,421	2,582	2,743	2,905	2,905	2,905	2,905	25,916
REVENUE - current (\$000)											
- Dev. Charge Receipts	13.6	14.5	15.3	16.7	18.2	19.7	21.3	21.7	22.1	22.6	\$185.60
- Interest on Opening Balance	0.0	(0.2)	0.3	0.8	1.3	1.2	1.8	2.6	(1.6)	(1.1)	\$5.09
- Interest on In-year Transactions (excl.int.)	(0.1)	0.2	0.2	0.2	(0.1)	0.3	0.3	(2.8)	0.2	0.4	(\$1.18)
TOTAL REVENUE	13.5	14.6	15.8	17.7	19.3	21.2	23.4	21.4	20.7	21.8	\$189.52
CLOSING CASH BALANCE	(3.6)	8.8	22.4	36.9	33.7	52.5	73.5	(29.5)	(19.3)	0.0	

2020 Adjusted Charge Per Square Metre	\$6.50
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Allocation of Capital Program	
Residential Sector	83.0%
Non-Residential Sector	17.0%
Rates for 2020	
Inflation Rate:	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

APPENDIX B.2

SERVICES RELATED TO A HIGHWAY: ROADS AND RELATED WORKS

APPENDIX B.2

SERVICES RELATED TO A HIGHWAY: ROADS AND RELATED WORKS

Roads and Related services in the Township of Ramara include the undertaking of various road improvement works, streetlight and sidewalk projects, and studies. The development-related infrastructure projects identified are required to service the demands of new development over the 2020-2029 period, subject to annual budget reviews. The cost, quantum and description of the projects included in the forecast have been provided by Township Staff.

TABLE 1 2010 – 2019 HISTORICAL SERVICE LEVELS

The Township's current infrastructure inventory totals 371 lane kilometers of paved roads and 350 lane kilometers of unpaved roads. These roads have a replacement value of about \$135.70 million. The resulting ten-year average service level for Roads and Related Services is calculated to be \$11,527.06 per population and employment. Based on this average service level, the maximum allowable funding envelope is \$26.38 million (\$11,527.06 per population and employment x 2,288 net population and employment growth from 2020 to 2029).

No uncommitted excess capacity has been identified for this service. As such, the fully calculated maximum allowable funding envelope brought forward to the development charges calculation remains at \$26.38 million.

TABLE 2 2020 – 2029 DEVELOPMENT-RELATED CAPITAL PROGRAM & CALCULATION OF THE DEVELOPMENT CHARGES

The gross cost of the Township-wide roads and related capital program is \$11.58 million and provides for the undertaking of various road projects, sidewalk and streetlight projects and studies. This includes \$10.93 million on road projects such as reconstruction, widening and resurfacing of roads throughout the Township to accommodate growth. The program also includes a \$300,000 provision for sidewalks in Atherley and \$50,000 for new streetlights. Lastly, development-related studies make up \$305,000 of the gross cost of the program and includes a Roads Needs Study, Official Plan Updates, Development Charge Studies, and two Community Improvement Plans. Importantly, only the engineering-related portions of study costs have been included in the calculation and the remaining costs are intended to be recovered through a future

CBC by-law, therefore, \$112,500 is netted off the total cost and recovered from non-development charge sources. The remaining net municipal cost of the Roads and Related program to the Township totals \$11.47 million.

Benefit to existing (BTE) shares have been identified for most road works being undertaken throughout the planning period. In most instances, the BTE share is 81 per cent, which represents the level of existing population and employment as a share of 2029 population and employment levels. This BTE accounts for the portion of reconstruction, repaving, and reshaping projects that will benefit the existing population. Where staff have identified projects with a higher growth-related component, as is the case for several roadworks projects, those BTEs range from 20 per cent to 50 per cent. As all the sidewalks in Atherley are net new assets, they have no BTE share, while the new streetlights will benefit both old and new areas and therefore have been assigned a BTE of 50 per cent. In addition, recognizing that not all studies under this service are entirely a result of new growth in the Township, BTE shares have been netted off the total net municipal cost. Benefit to existing shares of studies amount to \$43,750 and this amount will not be recovered through development charges.

In total, this BTE share amounts to \$7.80 million, and this amount will not be recovered from development charges. Council is made aware that this share will need to be funded using non-development charge revenue sources. There is \$473,624 available in the Township's existing development charge reserve to offset the capital program, and these funds have been applied to the projects occurring first.

The result is a development-related and development charge recoverable share of the capital program of \$3.20 million. The development-related cost has been allocated 83 per cent (\$2.65 million) to residential development and 17 per cent (\$543,500) to non-residential development. The allocation of costs is based on shares of population in new units and employment growth over the 10-year planning period.

The residential costs are recovered against the population growth in new units of 1,944 people yielding an unadjusted charge of \$1,365.00 per capita. The non-residential costs are recovered against the growth in non-residential floor area over the period of 25,916 m² yielding an unadjusted charge of \$20.97 per m².

TABLE 3 CASH FLOW ANALYSIS

After cash flow consideration, the calculated residential charge increases to \$1,415.85 per capita and the non-residential charge increases to \$21.75 per m².

The following table summarizes the Roads and Related development charges calculation.

10-year Hist. Service Level \$/pop & emp	ROADS AND RELATED SUMMARY 2020 - 2029		Unadjusted		Adjusted	
	Development-Related Total	Capital Program (\$000's) Net DC Recoverable	Development Charge \$/capita	Charge \$/sq.m	Development Charge \$/capita	Charge \$/sq.m
\$11,527.06	\$11,583	\$3,197	\$1,365.00	\$20.97	\$1,415.85	\$21.75

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APPENDIX B.3
TABLE 1

TOWNSHIP OF RAMARA
INVENTORY OF CAPITAL ASSETS
SERVICES RELATED TO A HIGHWAY: ROADS AND RELATED

ROAD NETWORK Asset Type	# of Lane Km										UNIT COST (\$/ lane km)
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
Paved	290	297	304	311	311	311	313	313	371	371	\$230,100
Unpaved	426	421	415	410	410	410	408	408	350	350	\$143,810
Total # (km)	716	718	719	721	721	721	721	721	721	721	
Total (\$000)	\$128,010	\$128,848	\$129,685	\$130,523	\$130,523	\$130,523	\$130,696	\$130,696	\$135,701	\$135,701	

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APPENDIX B.3
TABLE 1

TOWNSHIP OF RAMARA
INVENTORY OF CAPITAL ASSETS
SERVICES RELATED TO A HIGHWAY: ROADS AND RELATED

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Historical Population	9,306	9,275	9,317	9,359	9,402	9,445	9,488	9,662	9,839	9,954
Historical Employment	<u>1,610</u>	<u>1,638</u>	<u>1,706</u>	<u>1,777</u>	<u>1,851</u>	<u>1,928</u>	<u>2,006</u>	<u>2,043</u>	<u>2,080</u>	<u>2,104</u>
Total Population & Employment	10,916	10,913	11,023	11,136	11,253	11,373	11,494	11,705	11,919	12,058

INVENTORY SUMMARY (\$000)

Road Network	\$128,010	\$128,848	\$129,685	\$130,523	\$130,523	\$130,523	\$130,696	\$130,696	\$135,701	\$135,701
Total (\$000)	\$128,010.0	\$128,847.8	\$129,685.5	\$130,523.2	\$130,523.2	\$130,523.2	\$130,695.8	\$130,695.8	\$135,700.6	\$135,700.6

Average
Service
Level

SERVICE LEVEL (\$/pop & employ)

Road Network	\$11,726.30	\$11,806.81	\$11,764.99	\$11,720.83	\$11,598.97	\$11,476.58	\$11,370.78	\$11,165.92	\$11,385.61	\$11,253.77	\$11,527.06
Total (\$/pop & employ)	\$11,726.30	\$11,806.81	\$11,764.99	\$11,720.83	\$11,598.97	\$11,476.58	\$11,370.78	\$11,165.92	\$11,385.61	\$11,253.77	\$11,527.06

CALCULATION OF MAXIMUM ALLOWABLE
SERVICES RELATED TO A HIGHWAY: ROADS AND RELATED

10-Year Funding Envelope Calculation	
10 Year Average Service Level 2010 - 2019	\$11,527.06
Net Population & Employment Growth 2020 - 2029	2,288
Maximum Allowable Funding Envelope	\$26,377,416
Discounted Maximum Allowable Funding Envelope	\$26,377,416

TOWNSHIP OF RAMARA
2020 DEVELOPMENT CHARGES BACKGROUND STUDY
SERVICES RELATED TO A HIGHWAY: ROADS AND RELATED DEVELOPMENT-RELATED CAPITAL PROGRAM

SERVICES RELATED TO A HIGHWAY: ROADS AND RELATED				Timing	Gross Cost	Grants/ Subsidies/ Other Recoveries	Net Municipal Cost	Ineligible Cost		Total DC Eligible Cost	DC Eligible Costs			
								Benefit to Existing & Replacement Shares			Available DC Reserves	Net DC Recoverable 2020-2029	Post Period Benefit	
#	Road	From	To	Work Required										
3.1 Road Works														
3.1.1	Concession Road 3	Highway 12	Harrigan	reconstruct and pave	2020	\$ 208,000	\$ -	\$ 208,000	20%	\$ 41,600	\$ 166,400	\$ 166,400	\$ -	\$ -
3.1.2	Concession Road 10	Muley	0.7 km West	reconstruct and hifloat	2020	\$ 141,000	\$ -	\$ 141,000	20%	\$ 28,200	\$ 112,800	\$ 112,800	\$ -	\$ -
3.1.3	Lake Avenue			hifloat	2020	\$ 157,000	\$ -	\$ 157,000	81%	\$ 127,206	\$ 29,794	\$ 29,794	\$ -	\$ -
3.1.4	Lakeshore Drive	Concession 2	Concession 1		2020	\$ 214,000	\$ -	\$ 214,000	50%	\$ 107,000	\$ 107,000	\$ 107,000	\$ -	\$ -
3.1.5	Lakeshore Drive	Concession 1	300 m South of Concession 1		2020	\$ 20,000	\$ -	\$ 20,000	50%	\$ 10,000	\$ 10,000	\$ 10,000	\$ -	\$ -
3.1.6	Holmes Road			repave	2020	\$ 26,000	\$ -	\$ 26,000	20%	\$ 5,200	\$ 20,800	\$ 20,800	\$ -	\$ -
3.1.7	Concession Road 7 Culvert			Widen culvert	2020	\$ 300,000	\$ -	\$ 300,000	50%	\$ 150,000	\$ 150,000	\$ 26,830	\$ 123,170	\$ -
3.1.8	Patricia Drive	Balsam	Winchester	pulverize and resurface	2020	\$ 30,000	\$ -	\$ 30,000	81%	\$ 24,307	\$ 5,693	\$ -	\$ 5,693	\$ -
3.1.9	Plum Point Road	Highway 12	Concession Road 10	pulverize, reshape and hifloat	2020	\$ 200,000	\$ -	\$ 200,000	81%	\$ 162,046	\$ 37,954	\$ -	\$ 37,954	\$ -
3.1.10	Concession Road 7	SR15	Highway 12	pulverize and resurface	2021	\$ 492,000	\$ -	\$ 492,000	81%	\$ 398,633	\$ 93,367	\$ -	\$ 93,367	\$ -
3.1.11	Ramara Road 47	Stone Gate	Stephen Drive	reconstruct and pave	2021	\$ 205,000	\$ -	\$ 205,000	81%	\$ 166,097	\$ 38,903	\$ -	\$ 38,903	\$ -
3.1.12	Ramara Road 47	Stephen Drive	Concession Road A	reconstruct and pave	2021	\$ 1,364,000	\$ -	\$ 1,364,000	81%	\$ 1,105,152	\$ 258,848	\$ -	\$ 258,848	\$ -
3.1.13	Ramara Road 47	Concession Road A	Concession Road 1	reconstruct and pave	2022	\$ 887,000	\$ -	\$ 887,000	81%	\$ 718,673	\$ 168,327	\$ -	\$ 168,327	\$ -
3.1.14	Ramara Road 47	Concession Road 1	Concession Road 2	reconstruct and pave	2023	\$ 1,159,000	\$ -	\$ 1,159,000	81%	\$ 939,055	\$ 219,945	\$ -	\$ 219,945	\$ -
3.1.15	Ramara Road 47	Concession Road 2	Concession Road 3	reconstruct and pave	2024	\$ 887,000	\$ -	\$ 887,000	81%	\$ 718,673	\$ 168,327	\$ -	\$ 168,327	\$ -
3.1.16	Paradise Boulevard			reconstruct and pave	2024	\$ 401,000	\$ -	\$ 401,000	50%	\$ 200,500	\$ 200,500	\$ -	\$ 200,500	\$ -
3.1.17	Turtle Path			reconstruct and resurface	2024	\$ 359,000	\$ -	\$ 359,000	81%	\$ 290,872	\$ 68,128	\$ -	\$ 68,128	\$ -
3.1.18	Ramara Road 47	Concession Road 3	Simcoe Road	reconstruct and pave	2025	\$ 372,000	\$ -	\$ 372,000	81%	\$ 301,405	\$ 70,595	\$ -	\$ 70,595	\$ -
3.1.19	Switch Road	CR 169	MacMillan SR	pulverize, reshape and hotmix	2025	\$ 268,000	\$ -	\$ 268,000	81%	\$ 217,141	\$ 50,859	\$ -	\$ 50,859	\$ -
3.1.20	Old Indian Trail	Pinetree	East End	hifloat	2025	\$ 58,500	\$ -	\$ 58,500	81%	\$ 47,398	\$ 11,102	\$ -	\$ 11,102	\$ -
3.1.21	Old Indian Trail	Pinetree	West End	hifloat	2025	\$ 58,500	\$ -	\$ 58,500	81%	\$ 47,398	\$ 11,102	\$ -	\$ 11,102	\$ -
3.1.22	Orkney Beach Road	500m west of Orkney Heigl	Courtland	resurface	2025	\$ 342,000	\$ -	\$ 342,000	81%	\$ 277,098	\$ 64,902	\$ -	\$ 64,902	\$ -
3.1.23	Creighton Street			resurface	2025	\$ 220,000	\$ -	\$ 220,000	81%	\$ 178,250	\$ 41,750	\$ -	\$ 41,750	\$ -
3.1.24	Birch Drive			pulverize, reshape and hifloat	2025	\$ 200,000	\$ -	\$ 200,000	20%	\$ 40,000.0	\$ 160,000	\$ -	\$ 160,000	\$ -
3.1.25	Joyland Drive			reconstruct and hifloat	2026	\$ 71,000	\$ -	\$ 71,000	81%	\$ 57,526	\$ 13,474	\$ -	\$ 13,474	\$ -
3.1.26	Muley	Con 8	Bonnie Beach	pulverize and resurface	2026	\$ 100,000	\$ -	\$ 100,000	81%	\$ 81,023	\$ 18,977	\$ -	\$ 18,977	\$ -
3.1.27	Church Street			pulverize, reshape and pave	2026	\$ 100,000	\$ -	\$ 100,000	20%	\$ 20,000	\$ 80,000	\$ -	\$ 80,000	\$ -
3.1.28	Concession Road 7	Highway 12	Highway 169	reconstruct and pave	2026	\$ 478,000	\$ -	\$ 478,000	81%	\$ 387,289	\$ 90,711	\$ -	\$ 90,711	\$ -
3.1.29	Concession Road 4	Highway 12	CR 47	pulverize, reshape and pave	2027	\$ 150,000	\$ -	\$ 150,000	81%	\$ 121,534	\$ 28,466	\$ -	\$ 28,466	\$ -
3.1.30	Glen Cedar Drive	McRae	North Shore	reconstruct and hifloat	2027	\$ 240,000	\$ -	\$ 240,000	81%	\$ 194,455	\$ 45,545	\$ -	\$ 45,545	\$ -
3.1.31	Ramara Road 46			SAMI	2027	\$ 700,000	\$ -	\$ 700,000	81%	\$ 567,160	\$ 132,840	\$ -	\$ 132,840	\$ -
3.1.32	Unallocated development-related road projects				Various	\$ 520,000	\$ -	\$ 520,000	0%	\$ -	\$ 520,000	\$ -	\$ 520,000	\$ -
Subtotal Road Works						\$ 10,928,000	\$ -	\$ 10,928,000		\$ 7,730,894	\$ 3,197,106	\$ 473,624	\$ 2,723,482	\$ -

TOWNSHIP OF RAMARA
2020 DEVELOPMENT CHARGES BACKGROUND STUDY
ROADS AND RELATED DEVELOPMENT-RELATED CAPITAL PROGRAM

SERVICES RELATED TO A HIGHWAY: ROADS AND RELATED				Timing	Gross Cost	Grants/ Subsidies/ Other Recoveries	Net Municipal Cost	Ineligible Cost		Total DC Eligible Cost	DC Eligible Costs			
								Benefit to Existing & Replacement Shares			Available DC Reserves	Net DC Recoverable 2020-2029	Post Period Benefit	
#	Road	From	To	Work Required										
<i>Projects Continued</i>														
3.2 Sidewalks and Streetlights														
3.2.1	Atherley Sidewalks				Various	\$ 300,000	\$ -	\$ 300,000	0%	\$ -	\$ 300,000	\$ -	\$ 300,000	\$ -
3.2.2	New Streetlights				Various	\$ 50,000	\$ -	\$ 50,000	50%	\$ 25,000	\$ 25,000	\$ -	\$ 25,000	\$ -
Subtotal Sidewalks and Streetlights						\$ 350,000	\$ -	\$ 350,000		\$ 25,000	\$ 325,000	\$ -	\$ 325,000	\$ -
3.3 Development-Related Studies														
3.3.1	Roads Needs Study				2025	\$ 25,000	\$ -	\$ 25,000	50%	\$ 12,500	\$ 12,500	\$ -	\$ 12,500	\$ -
3.3.2	Brechin Community Improvement Plan				2021	\$ 50,000	\$ 25,000	\$ 25,000	0%	\$ -	\$ 25,000	\$ -	\$ 25,000	\$ -
3.3.3	Atherley Community Improvement Plan				2025	\$ 50,000	\$ 25,000	\$ 25,000	0%	\$ -	\$ 25,000	\$ -	\$ 25,000	\$ -
3.3.4	Zoning Bylaw Update				2021	\$ 75,000	\$ 37,500	\$ 37,500	50%	\$ 18,750	\$ 18,750	\$ -	\$ 18,750	\$ -
3.3.5	Official Plan Update				2020	\$ 25,000	\$ 12,500	\$ 12,500	50%	\$ 6,250	\$ 6,250	\$ -	\$ 6,250	\$ -
3.3.6	Official Plan Update				2027	\$ 25,000	\$ 12,500	\$ 12,500	50%	\$ 6,250	\$ 6,250	\$ -	\$ 6,250	\$ -
3.3.7	Development Charges Study				2020	\$ 25,000	\$ -	\$ 25,000	0%	\$ -	\$ 25,000	\$ -	\$ 25,000	\$ -
3.3.8	Development Charges Study				2025	\$ 25,000	\$ -	\$ 25,000	0%	\$ -	\$ 25,000	\$ -	\$ 25,000	\$ -
3.3.9	Design Criteria Study				2025	\$ 5,000	\$ -	\$ 5,000	0%	\$ -	\$ 5,000	\$ -	\$ 5,000	\$ -
Subtotal Development-Related Studies						\$ 305,000	\$ 112,500	\$ 192,500		\$ 43,750	\$ 148,750	\$ -	\$ 148,750	\$ -
TOTAL SERVICES RELATED TO A HIGHWAY: ROADS AND RELATED						\$11,583,000	\$112,500	\$11,470,500		\$ 7,799,644	\$ 3,670,856	\$ 473,624	\$ 3,197,232	\$ -

Notes:
· Growth-share of most road projects based on share of net population and employment growth over the 2020-2029 period

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APPENDIX B.3
TABLE 3

**TOWNSHIP OF RAMARA
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE
ROADS AND RELATED
RESIDENTIAL DEVELOPMENT CHARGE**

3.00 ROADS AND RELATED

OPENING CASH BALANCE FROM APPLICABLE RESERVES	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	TOTAL
OPENING CASH BALANCE (\$000)	0.0	(13.2)	(222.5)	(204.0)	(212.3)	(402.1)	(621.8)	(574.5)	(532.7)	(276.3)	
10-YEAR RESIDENTIAL FUNDING REQUIREMENTS											
3.00 ROADS AND RELATED - constant (\$000)	\$234.53	\$431.08	\$209.85	\$252.69	\$432.81	\$466.72	\$238.76	\$247.01	\$70.14	\$70.14	\$2,653.70
3.00 ROADS AND RELATED - current (\$000)	\$234.53	\$439.70	\$218.32	\$268.16	\$468.48	\$515.29	\$268.88	\$283.73	\$82.17	\$83.82	\$2,863.09
POPULATION GROWTH											
- Population in New Units	157	164	169	180	193	207	219	219	219	219	1,944
REVENUE - current (\$000)											
- Dev. Charge Receipts	221.7	236.7	248.6	271.0	295.1	323.1	348.9	355.9	363.0	370.3	\$3,034.20
- Interest on Opening Balance	0.0	(0.7)	(12.2)	(11.2)	(11.7)	(22.1)	(34.2)	(31.6)	(29.3)	(15.2)	(\$168.26)
- Interest on In-year Transactions (excl.int.)	(0.4)	(5.6)	0.5	0.0	(4.8)	(5.3)	1.4	1.3	4.9	5.0	(\$2.82)
TOTAL REVENUE	221.4	230.4	236.9	259.8	278.6	295.7	316.1	325.6	338.6	360.1	\$2,863.12
CLOSING CASH BALANCE	(13.2)	(222.5)	(204.0)	(212.3)	(402.1)	(621.8)	(574.5)	(532.7)	(276.3)	0.0	

2020 Adjusted Charge Per Capita	\$1,415.85
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Allocation of Capital Program	
Residential Sector	83.0%
Non-Residential Sector	17.0%
Rates for 2020	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

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APPENDIX B.3
TABLE 3

**TOWNSHIP OF RAMARA
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE
ROADS AND RELATED
NON-RESIDENTIAL DEVELOPMENT CHARGE**

3.00 ROADS AND RELATED

OPENING CASH BALANCE FROM APPLICABLE RESERVES	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	TOTAL
OPENING CASH BALANCE (\$000)	\$0.00	(\$2.48)	(\$45.12)	(\$41.08)	(\$42.38)	(\$80.85)	(\$126.05)	(\$116.63)	(\$108.34)	(\$56.10)	
TEN YEAR NON-RESIDENTIAL FUNDING REQUIREMENTS											
3.00 Roads And Related : Non Inflated	\$48.04	\$88.29	\$42.98	\$51.76	\$88.65	\$95.59	\$48.90	\$50.59	\$14.37	\$14.37	\$543.53
3.00 Roads And Related: Inflated	\$48.04	\$90.06	\$44.72	\$54.92	\$95.95	\$105.54	\$55.07	\$58.11	\$16.83	\$17.17	\$586.42
NON-RESIDENTIAL GROWTH											
- Sq. Metres in New Buildings	2,098	2,195	2,259	2,421	2,582	2,743	2,905	2,905	2,905	2,905	25,916
REVENUE - current (\$000)											
- Dev. Charge Receipts	45.6	48.7	51.1	55.9	60.8	65.9	71.1	72.6	74.0	75.5	\$621.20
- Interest on Opening Balance	0.0	(0.1)	(2.5)	(2.3)	(2.3)	(4.4)	(6.9)	(6.4)	(6.0)	(3.1)	(\$34.05)
- Interest on In-year Transactions (excl.int.)	(0.1)	(1.1)	0.1	0.0	(1.0)	(1.1)	0.3	0.3	1.0	1.0	(\$0.58)
TOTAL REVENUE	45.6	47.4	48.8	53.6	57.5	60.3	64.5	66.4	69.1	73.4	\$586.58
CLOSING CASH BALANCE	(2.5)	(45.1)	(41.1)	(42.4)	(80.8)	(126.1)	(116.6)	(108.3)	(56.1)	0.2	

2020 Adjusted Charge Per Square Metre	\$21.75
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Allocation of Capital Program	
Residential Sector	83.0%
Non-Residential Sector	17.0%
Rates for 2020	
Inflation Rate:	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

APPENDIX C

RESERVE FUND BALANCES

APPENDIX C

DEVELOPMENT CHARGES RESERVE FUND UNALLOCATED BALANCES

The DCA requires that a reserve fund be established for each service for which development charges are collected. Table 1 presents the uncommitted reserve fund balances that are available to help fund the growth-related net capital costs identified in this study.

As shown on Table 1, the estimated December 31, 2019 (unaudited at the time of study) total reserve fund balance was in a positive position of \$872,090 and relates only to the non-discounted services considered in this study. The application of the available uncommitted balance in each of the reserve funds is discussed in the appendix section related to each service. The funds are typically assigned to projects in the initial years of the capital program for each service. This has the effect of reducing and deferring capital costs brought forward to the development charges calculation and the cash flow analysis.

DC Reserve funds for discounted services (total of \$346,450) such as Library, Parks and Recreation and General Government will continue to be used for the purposes for which they were set up for and collected as regulated by the *DCA* and other related legislation.

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APPENDIX C
TABLE 1

TOWNSHIP OF RAMARA
DEVELOPMENT CHARGE RESERVE FUND BALANCE BY ACCOUNT
YEAR ENDING DECEMBER 31, 2019
(\$000's)

CATEGORY	Available Reserve Fund Balance
Fire Public Works Roads	\$333,184 \$65,282 \$473,624
Total Development Charge Reserves	\$872,090

APPENDIX D

COST OF GROWTH ANALYSIS

APPENDIX D

COST OF GROWTH ANALYSIS

A. ASSET MANAGEMENT PLAN

The DCA now requires that municipalities complete an Asset Management Plan before passing a development charges by-law. A key function of the Asset Management Plan is to demonstrate that all assets funded under the development charges by-law are financially sustainable over their full life cycle.

1. Asset Types

A summary of the future municipal-owned assets and estimated useful life assumptions for eligible DC services considered as part of the study are outlined in Table 1 and Table 2. The useful lives, where possible, have been sourced from the Township's Asset Management Plan (2013). Although all capital assets considered in the study have been identified, not all assets necessitate future replacement or ongoing maintenance activities. Some projects do not relate to the emplacement of a tangible capital asset—some examples include the acquisition of land or the undertaking of development-related studies. These projects/costs do not necessarily require future replacement or ongoing maintenance. Such projects are identified as “not infrastructure” in the table.

It should be noted that the capital cost estimates prepared for each of the projects identified in this section include grouped costs of various individual elements, which, as a stand-alone item, may have its own useful life (ex. New buildings include: HVAC, structural elements, roof, etc.). Accordingly, the average useful life assumptions noted below are applicable to all project components.

Service and Amenities	Estimated Useful Life
Fire Protection <ul style="list-style-type: none"> • Buildings • Vehicles • Equipment 	50 years 15 years 10-15 years
Public Works <ul style="list-style-type: none"> • Buildings • Fleet • Equipment 	50 years 10-20 years 10 years

Table 2 – Summary of Municipal Assets Considered Engineered Services	
Capital Project Description	Estimated Useful Life
Roads and Related <ul style="list-style-type: none"> • Culverts • Road Works • Studies • Sidewalks • Streetlights 	35 years 35 years Not infrastructure 20 years 15 years

2. Annual Provision

When assets require rehabilitation or are due for replacement, the source of funds is limited to reserves or contributions from operating. Capital expenditures to carry out the rehabilitation and replacement of aging infrastructure are not growth-related and are therefore not eligible for funding through development charge revenues or other developer contributions.

Based on the information obtained from Township staff regarding useful life assumptions and the capital cost of acquiring and/or emplacing each asset, a provision for infrastructure replacement has been calculated. Provisions for infrastructure replacement are initially calculated for each asset based on their useful life and the anticipated cost of replacement. The aggregate of all individual provisions form the required annual capital provision. In calculating the annual provisions, a number of assumptions are made to account for inflation (2.0 per cent) and interest (3.5 per cent).

Consistent with the requirements of the DCA, assets that are proposed to be funded under the development charges by-law have been included in the analysis. As a result, the total calculated annual provision for development charge related infrastructure has been netted down to consider the replacement of existing infrastructure or benefit-to-existing development. However, for reference, the annual replacement provisions associated with the non-development charge funded costs, including costs related to benefit-to-existing and post-period benefit have also been calculated.

Table 3 provides the calculated annual asset management contribution for both the gross capital expenditures and the share related to the 2020-2029 DC recoverable portion. The year 2030 has been included to calculate the annual contribution for the 2020-2029 period as the expenditures in 2029 will not trigger asset management contributions until 2030. As shown in Table 3, by 2030, the Township will need to fund an additional \$208,700 per annum in order to properly fund the full life cycle costs of the new assets related to general services supported under the development charges by-law.

APPENDIX D
TABLE 3

TOWNSHIP OF RAMARA
ANNUAL ASSET MANAGEMENT PROVISION BY 2030

Service	2020-2029 Capital Program		Calculated AMP Annual Provision by 2030	
	DC Recoverable	Non-DC Funded	DC Related	Non-DC Related
Fire Protection	\$1,379,500	\$1,647,800	\$ 53,800	\$ 55,600
Public Works	\$1,059,000	\$648,500	\$ 55,700	\$ 31,900
Roads And Related	\$3,670,900	\$7,912,100	\$ 99,200	\$ 241,200
Total 2030 Provision			\$ 208,700	\$ 328,700

3. Financial Sustainability of the Program

The calculated annual funding provision should be considered within the context of the Township's projected growth. Over the next ten years (to 2029) the Township is projected to increase by 803 households. In addition, the Township will also add about 400 new employees that will result in approximately 25,920 square metres of additional non-residential building space. This growth will have the effect of increasing the overall assessment base and additional user fee and charges revenues to offset the capital asset provisions required to replace the infrastructure proposed to be funded under the development charges by-law. The collection of these funds is intended to be allocated to the Township's reserves for the future replacement of these assets.

B. LONG-TERM CAPITAL AND OPERATING IMPACT ANALYSIS

As shown in Table 4, by 2029, the Township's net operating costs are estimated to increase by \$643,100 for all services. Increases in net operating costs will be experienced as new infrastructure is emplaced such as the new fire station and the new public works sand dome. Operating and maintenance costs will also increase as additions to the Township's road network are made. Capital costs related to studies are not expected to have an impact on property tax supported operating costs.

Table 5 summarizes the components of the development-related capital forecast that will require funding from non-DC sources. \$10.10 million will need to be financed from non-DC sources as it relates to benefit to existing and replacement shares of projects. Council is made aware of these factors so that they understand the operating and capital costs that will not be covered by DCs as it adopts the development-related capital forecast set out in the study.

C. THE PROGRAM IS DEEMED FINANCIALLY SUSTAINABLE

In summary, the asset management plan and long-term capital and operating analysis included in this appendix demonstrates that the Township can afford to invest and operate the identified infrastructure over the ten-year and long-term planning period.

Importantly, the Township's annual budget review allows staff to continue to monitor and implement mitigating measures should the program become less sustainable.

APPENDIX D

TABLE 4

TOWNSHIP OF RAMARA
ESTIMATED NET OPERATING COST OF THE PROPOSED
DEVELOPMENT-RELATED CAPITAL PROGRAM
(in constant 2020 dollars)

	Net Cost (in 2020\$)	Estimated Annual Additional Operating Costs (\$000) 2029
Fire Protection		\$235.5
New Fire Station	\$70 per new square foot	\$203.0
Various Equipment & Gear	\$0.10 per \$1 of new equipment	\$32.5
Public Works		
Various Projects	\$0.10 per \$1 of new infrastructure	\$170.8
Roads And Related		
Various Projects	\$295 per new household	\$236.8
TOTAL ESTIMATED OPERATING COSTS (\$000)		\$643.1

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APPENDIX D
TABLE 5

**TOWNSHIP OF RAMARA
SUMMARY OF TAX SUPPORTED FUNDING REQUIREMENTS**

**Net Capital Cost of
Growth Related Projects**

	2020 (\$000)	2021 (\$000)	2022 (\$000)	2023 (\$000)	2024 (\$000)	2025 (\$000)	2026 (\$000)	2027 (\$000)	2028 (\$000)	2029 (\$000)	TOTAL (\$000)
Fire Protection											
Total Net Cost (1)	20.0	20.0	20.0	20.0	20.0	145.0	20.0	20.0	2,722.3	20.0	3,027.3
Net Cost From Development Charges (2)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,046.4	0.0	1,046.4
Net Cost From Non-DC Sources	20.0	20.0	20.0	20.0	20.0	145.0	20.0	20.0	1,676.0	20.0	1,981.0
- Discount Portion (3)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
- Replacement/BTE	0.0	0.0	0.0	0.0	0.0	65.0	0.0	0.0	1,582.8	0.0	1,647.8
- Available DC Reserves (4)	20.0	20.0	20.0	20.0	20.0	80.0	20.0	20.0	93.2	20.0	333.2
- Post Period Benefit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Public Works											
Total Net Cost (1)	192.5	25.0	25.0	55.0	245.0	25.0	25.0	1,025.0	65.0	25.0	1,707.5
Net Cost From Development Charges (2)	100.5	12.5	12.5	18.2	122.5	12.5	12.5	637.5	52.5	12.5	993.7
Net Cost From Non-DC Sources	92.0	12.5	12.5	36.8	122.5	12.5	12.5	387.5	12.5	12.5	713.8
- Discount Portion (3)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
- Replacement/BTE	26.7	12.5	12.5	36.8	122.5	12.5	12.5	387.5	12.5	12.5	648.5
- Available DC Reserves (4)	65.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	65.3
- Post Period Benefit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Notes: (1) For total growth related capital forecast see Appendices B & C.

(2) Share of Capital program to be funded from development charges if calculated rates are fully implemented

(3) Mandatory 10% reduction for applicable services

(4) Portion of growth-related capital forecast identified as prior growth (to be funded from present Development Charge reserve fund balances).

(5) Post 2029 growth related net capital costs may be eligible for development charges in future DC by-laws, but interim financing of this share may be required

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APPENDIX D
TABLE 5

**TOWNSHIP OF RAMARA
SUMMARY OF TAX SUPPORTED FUNDING REQUIREMENTS**

**Net Capital Cost of
Growth Related Projects**

	2020 (\$000)	2021 (\$000)	2022 (\$000)	2023 (\$000)	2024 (\$000)	2025 (\$000)	2026 (\$000)	2027 (\$000)	2028 (\$000)	2029 (\$000)	TOTAL (\$000)
Roads And Related											
Total Net Cost (1)	1,420.5	2,210.5	974.0	1,246.0	1,734.0	1,686.0	836.0	1,189.5	87.0	87.0	11,470.5
Net Cost From Development Charges (2)	282.6	519.4	252.8	304.4	521.5	562.3	287.7	297.6	84.5	84.5	3,197.2
Net Cost From Non-DC Sources	1,137.9	1,691.1	721.2	941.6	1,212.5	1,123.7	548.3	891.9	2.5	2.5	8,273.3
- Discount Portion (3)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
- Replacement/BTE	664.3	1,691.1	721.2	941.6	1,212.5	1,123.7	548.3	891.9	2.5	2.5	7,799.6
- Available DC Reserves (4)	473.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	473.6
- Post Period Benefit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total											
Total Net Cost (1)	1,633.0	2,255.5	1,019.0	1,321.0	1,999.0	1,856.0	881.0	2,234.5	2,874.3	132.0	16,205.3
Net Cost From Development Charges (2)	383.1	531.9	265.3	322.6	644.0	574.8	300.2	935.1	1,183.4	97.0	5,237.3
Net Cost From Non-DC Sources	1,249.9	1,723.6	753.7	998.4	1,355.0	1,281.2	580.8	1,299.4	1,691.0	35.0	10,968.0
- Discount Portion (3)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
- Replacement/BTE	691.0	1,703.6	733.7	978.4	1,335.0	1,201.2	560.8	1,279.4	1,597.8	15.0	10,095.9
- Available DC Reserves (4)	558.9	20.0	20.0	20.0	20.0	80.0	20.0	20.0	93.2	20.0	872.1
- Post Period Benefit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Notes: (1) For total growth related capital forecast see Appendices B & C.

(2) Share of Capital program to be funded from development charges if calculated rates are fully implemented

(3) Mandatory 10% reduction for applicable services

(4) Portion of growth-related capital forecast identified as prior growth (to be funded from present Development Charge reserve fund balances).

(5) Post 2029 growth related net capital costs may be eligible for development charges in future DC by-laws, but interim financing of this share may be required

APPENDIX E

DRAFT DC BY-LAW

THE CORPORATION OF THE TOWNSHIP OF RAMARA

BY-LAW NUMBER 2020.xx

A BY-LAW TO ESTABLISH TOWNSHIP-WIDE DEVELOPMENT CHARGES
FOR THE CORPORATION OF THE TOWNSHIP OF RAMARA

WHEREAS subsection 2(1) of the *Development Charges Act, 1997* provides that a council of a municipality may pass By-laws for the imposition of development charges against land for increased capital costs required because of the need for services arising from development;

AND WHEREAS the Council of the Corporation of the Township of Ramara has given Notice in accordance with Section 12 of the *Development Charges Act, 1997*, of its intention to pass a development charge by-law under the Act;

AND WHEREAS the Council of the Township of Ramara on March XX, 2020 approved the Development Charge Background Study by Hemson Consulting Ltd. dated January 23, 2020, in which certain recommendations were made related to the establishment of a development charge policy for the Township pursuant to the *Development Charges Act, 1997*;

AND WHEREAS the Council of the Township of Ramara heard all persons who applied to be heard concerning the development charge proposal and background study at a public meeting held on February 10, 2020;

AND WHEREAS the Council of the Township of Ramara deems that no further public meetings were required;

AND WHEREAS the Council of the Township of Ramara has given consideration of the use of more than one development charge by-law to reflect different needs for services in different areas, also known as area rating or area-specific DCs, and has determined that for the services and associated infrastructure proposed to be funded by DCs under this by-law it is fair and reasonable that the charges be calculated on a municipal-wide uniform basis;

AND WHEREAS the Development Charges Background Study dated January 23, 2020 includes an Asset Management Plan that deals with all assets whose capital costs are intended to be funded under the development charge by-law and that such assets are considered to be financially sustainable over their full life-cycle.

AND WHEREAS the Council of the Township of Ramara will give consideration to incorporate the asset management plan outlined in the Development Charges

Background Study within the Township's ongoing practices and corporate asset management strategy.

NOW THEREFORE the Township of Ramara enacts as follows:

1. DEFINITIONS

1.1 In this by-law:

- a) "Act" shall mean the Development Charges Act, 1997 and any amendment thereto.
- b) "Commercial" shall mean any land, building or structure used for the purpose of buying and selling commodities or supplying services for profit or gain.
- c) "Council" shall mean the Council of the Corporation of the Township of Ramara.
- d) "Development" shall mean the construction, erection or places of the one or more building or structures on land or the construction, erection or making of an addition or alteration to a building or structure that increases the size or floor area.
- e) "Development charge" shall mean a charge imposed on land with respect to this by-law.
- f) "Dwelling Unit" shall mean any part of a building or structure or mobile home as defined in Section 46 of the Planning Act used or intended to be used as living quarters whether on a permanent or seasonal basis.
- g) "Floor area" shall mean the total of all floor area within the building or structure measured between the outside surfaces of the exterior walls and shall include floor area below grade. For the purpose of this by-law, floor area shall not include the floor area used for equipment for the heating, cooling, ventilating, electrical, or mechanical for the building.
- h) "Industrial" shall mean any land, building or structure used for manufacturing processing, fabricating or assembly of raw materials or goods or warehousing or bulk storage of goods and shall include any related accessory uses.
- i) "Institutional" shall mean any land, building or structure used by an organized body, religious group or society for a not for profit and non commercial purpose and includes such uses as schools, place of worship, community centre, nursing home, home for the aged, library and

government building, but shall not include any residential use or group home.

- j) “Non-residential” shall mean any commercial, industrial or institutional use.
- k) “Re-development” shall have the same meaning as development.
- l) “Residential use” shall mean the lands, building or structures or portions thereof used, or designed or intended for use as a home or residence of one or more individuals, and shall include a single detached dwelling, a semi detached dwelling, a townhouse dwelling, an apartment dwelling, and the residential portion of a mixed use building or structure;

2. DESIGNATED MUNICIPAL SERVICES

2.1 The designated municipal services for which the development charge will be collected are:

Non-Discounted Services with no mandatory reduction, to include:

- 1. Fire Services;
- 2. Services Related to a Highway:
 - a. Public Works; and
 - b. Road and Related Works

3. APPLICABLE LANDS, BUILDINGS AND STRUCTURES

3.1 This by-law shall apply to all lands within the geographic limits of the Township.

3.2 This by-law shall not apply to land that is owned by and used for the purpose of:

- a) the Township or local board thereof;
- b) the County of Simcoe
- c) a Board of Education

3.3 This by-law shall not apply to:

- a) the enlargement of an existing dwelling unit or the creation of additional dwelling units in an existing residential building in accordance with the Regulations;
- b) the enlargement of the gross floor area of an existing industrial building, as per Section 4 of the Act;
- c) a non-residential building used or designated or intended for use in connection with the production of crops, animal husbandry or other

similar uses normally associated with agriculture;

- d) an institutional building.
- (e) All non-residential development, as defined herein, for all lands within the Township except those shown in Schedule "B" as attached to this by-law. For greater certainty, these lands are designated as the "Rama Road Economic Employment District".

4. TRIGGERS FOR THE CHARGE

4.1 Development charges shall be imposed on land to be developed or re-developed for residential and non residential use only where the development requires:

- a) the passing of a zoning by-law or an amendment thereto under Section 34 of the Planning Act;
- b) the approval of a minor variance under Section 45 of the Planning Act;
- c) a conveyance of land to which a by-law passed under subsection 50 of the Planning Act;
- d) the approval of a plan of subdivision under Section 51 of the Planning Act;
- e) a consent under Section 53 of the Planning Act;
- f) the approval of a description under Section 50 of the Condominium Act;
- g) the issuing of a permit under the Building Code Act, in relation to a building or structure.

5. SCHEDULE OF DEVELOPMENT CHARGES

5.1 Subject to the provision of this by-law, development charges against land shall be imposed and collected in accordance with the rates set out in Schedule "A" to this by-law.

6. LOCAL SERVICE INSTALLATION

6.1 Nothing in this by-law prevents Council from requiring, as a condition of an agreement under Section 51 or 53, of the Planning Act, that an owner, at his or her own expense, shall install or pay for such local services, as Council may require in accordance with Section 59 of the Act.

7. MULTIPLE CHARGES

- 7.1 Where two or more of the actions described in subsection 4.1 are required before land to which a development charge applies can be development, only one development charge shall be calculated and collected in accordance with the provision of this by-law;
- 7.2 Notwithstanding subsection 7.1, if two or more of the actions described in subsection 5(1) occur at different times, and if the subsequent action had the effect of increasing the need for municipal services, an additional development charge on the additional residential dwelling units and non-residential floor area, shall be calculated and collected in accordance with the provision of the by-law.

8. SERVICES IN LIEU

- 8.1 Council may by agreement with an owner of land, substitute services in lieu for all or part of the development charge applicable to the owner's land as may be specified in the agreement. Such agreement shall specify that where the owner provides services in lieu in accordance with the agreement, Council shall give to the owner a credit against of the development charge.

9. DEVELOPMENT CHARGES CREDITS

- 9.1 In the case of the demolition or removal of all or part of a building or structure, a credit for the number of residential dwelling units or non-residential floor area will be recognized provided that a building permit has been issued for the development or re-development within 3 years from the date of demolition permit was issued. If no demolition permit was issued, no credit will be recognized.
- 9.2 Where an impost fee, lot levy or like charge was paid to the Township since the passage of development charge by-laws under authority of the Development Charges Act, 1989; namely:

By-law 92.03 of the Township of Mara; and
By-law 92.02 of the Township of Rama;

or where a development charge has been paid to the Township since the passage of development charge by-laws under the authority of the Development Charges Act, 1989, namely:

By-law 92.03 of the Township of Mara; and
By-law 92.02 of the Township of Rama;

And any amendment thereto;

or where a development charge is paid to the Township under the authority of this by-law and any amendment thereto;

a credit to the amount paid will be recognized toward the current development charge so that the applicant shall top up the recognized credit to an amount equal to the development charge at the time the building permit is issued.

10. TIMING OF CALCULATION AND PAYMENT

10.1 Subject to Sections 8 and 9 of this By-law, development charges shall be calculated and payable in full on the date that the first building permit is issued in relation to a building or structure on land to which a development charge applies.

10.2 Where development charges apply to land in relation to which a building permit is required, the building permit shall not be issued until the development charge has been paid in full to the Treasurer of the Township.

11. INTEREST RATES

11.1 The municipality has the authority to charge interest on development charges paid in annual installments as per Section 26.1(7) of the *Development Charges Act*.

11.2 The municipality has the authority to charge interest on frozen development charges from the date of freezing to the date the development charge is payable, as per Section 26.2(3) of the *Development Charges Act*.

11.3 The municipality has the discretion to indicate the interest rates that apply to sections 11.1 and 11.2 and will be prescribed by council resolution.

12. RESERVE FUNDS

12.1 The municipality will establish a separate reserve fund for each of the services set out in subsection 2.1 of this by-law

12.2 The Treasurer shall invest each reserve fund in accordance with Council policy

12.3 Council may borrow from the reserve funds and in accordance with the Act at the Bank of Canada Rate in effect at the date of passage of this by-law

updated quarterly on the first business day of January, April, July and October of each year.

- 12.4 The Treasurer shall submit an annual report on each reserve fund to Council by March 31 of the year following and in accordance with the Act and Regulations thereto.

13. BY-LAW AMENDMENT OR APPEAL

- 13.1 Where this by-law or any development charge prescribed thereunder is amended or repealed by order of the Ontario Municipal Board, the Municipal Treasurer shall calculate forthwith the amount of any overpayment to be refunded plus interest as a result of said amendment or repeal;

- 13.2 Refunds that are required to be paid under subsection 12.1 shall be paid within 15 business days with interest to be calculated as follows:

- a) interest shall be calculated from the date on which the overpayment was collected to the date on which the refund is paid;
- b) the interest rates shall be the Bank of Canada interest rate in effect on the date of enactment of the by-law update on the first business day of every January, April, July and October thereafter shall be used.

14. BYLAW INDEXING

- 14.1 The development charges set out in Schedule "A" to this by-law shall be adjusted annually on September 1, without amendment to this by-law, in accordance with the most recent twelve month change in the Statistic Canada Quarterly Construction Price Statistics.

15. BY-LAW ADMINISTRATION

- 15.1 This by-law shall be administered by the Municipal Treasurer.

16. SEVERABILITY

- 16.1 In the event any provision, or part thereof, of this by-law is found, by a court of competent jurisdiction, to be ultra vires, such provision, or part thereof, shall be deemed to be severed, and the remaining portion of such provision and all other provisions of the by-law shall remain in full force and effect.

17. SCHEDULES TO THE BY-LAW

17.1 Schedule "A" and Schedule "B" attached hereto shall be and form part of this by-law.

18. DATE BY-LAW EFFECTIVE

18.1 This by-law shall come into force and effect on the date of passing.

BY-LAW READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED THIS 23rd DAY OF MARCH 2020.

BASIL CLARKE, MAYOR

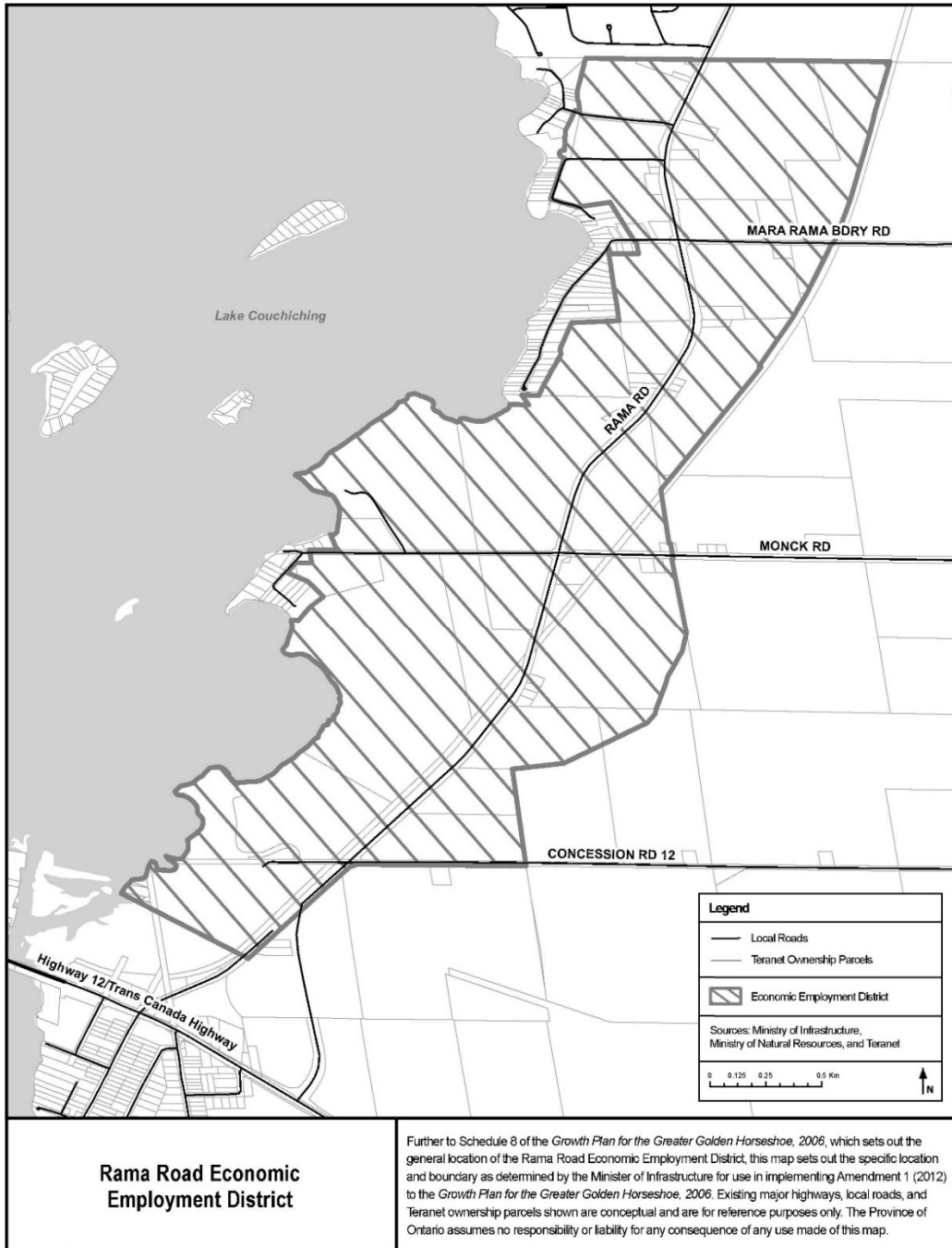
**JENNIFER CONNOR, DIRECTOR OF
LEGISLATIVE SERVICES / CLERK**

SCHEDULE "A" TO BY-LAW 2020.xx

Schedule of Non-Discounted Township-Wide Development Charges

SERVICE	Charge Per Unit Type			Non-Residential Charge (\$/sq.m.)
	Singles/ Semis	Rows / Other Multiples	Apartments	
Fire Protection	\$1,047	\$862	\$819	\$6.63
Services Related to a Highway				
Public Works	\$1,028	\$846	\$804	\$6.50
Roads And Related	\$3,441	\$2,832	\$2,690	\$21.75
Subtotal Services Related to a Highway	\$4,469	\$3,678	\$3,494	\$28.25
TOTAL DEVELOPMENT CHARGE	\$5,516	\$4,540	\$4,313	\$34.88

**SCHEDULE "B" TO BY-LAW 2020.xx
Rama Road Economic Employment District**



Rama Road Economic Employment District

Further to Schedule 8 of the *Growth Plan for the Greater Golden Horseshoe, 2006*, which sets out the general location of the Rama Road Economic Employment District, this map sets out the specific location and boundary as determined by the Minister of Infrastructure for use in implementing Amendment 1 (2012) to the *Growth Plan for the Greater Golden Horseshoe, 2006*. Existing major highways, local roads, and Teranet ownership parcels shown are conceptual and are for reference purposes only. The Province of Ontario assumes no responsibility or liability for any consequence of any use made of this map.