



FINANCE DEPARTMENT MEMORANDUM

TO: MAYOR J. LEHMAN, AND MEMBERS OF COUNCIL

FROM: M. VILLENEUVE, SUPERVISOR OF DEVELOPMENT CHARGES
J. COWLES, SENIOR MANAGER OF CORPORATE FINANCE AND INVESTMENT
C. MILLAR, DIRECTOR OF FINANCE AND TREASURER

NOTED: A. MILLER, ACTING GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH
MANAGEMENT
D. MCALPINE, GENERAL MANAGER OF COMMUNITY AND CORPORATE
SERVICES
M. PROWSE, CHIEF ADMINISTRATIVE OFFICER

RE: MOTION 19-G-169 CONCERNING THE DEVELOPMENT CHARGE BACKGROUND
STUDY AND DEVELOPMENT CHARGES BY-LAW AND MOTION 19-G-170
CONCERNING OPTIONS FOR PROVIDING INCENTIVE PROGRAMS WITHIN A
COMMUNITY IMPROVEMENT PLAN PROCESS TO INCENTIVIZE DEVELOPMENT
PRIORITIES AND THE 2019 DEVELOPMENT CHARGE STUDY ADDENDUM

DATE: JUNE 3, 2019

The purpose of this memorandum is to provide members of Council with additional information regarding motion 19-G-169 concerning the Development Charge Background Study and Development Charges By-law and motion 19-G-170 concerning Options for Providing Incentive Programs within a Community Improvement Plan Process to Incentivize Development Priorities. The memo will also provide an addendum to the 2019 Development Charges (DC) Background Study, modifications to the proposed by-law, responses to comments and questions received from the community as well as information requested by General Committee at its meeting on May 27, 2019.

On May 27, 2019, General Committee recommended motion 19-G-169 concerning the Development Charge Background Study and Development Charges By-law, as follows:

- “1. That the City of Barrie Development Charge Background Study dated April 17, 2019 for the Citywide and Area Specific Development Charges by-law, be approved under Section 10 of the Development Charges Act, 1997.
2. That the draft Development Charges By-law attached as Appendix “G” to Staff Report FIN013-19 be enacted, and including the following transitional provisions:
 - a) The current Development Charge rates shall remain in effect until November 30, 2019 and the Development Charges set out in Schedule B to the draft Development Charges By-law, shall take effect December 1, 2019; and

- b) Temporary Discretionary discounts of 40% of the Development Charges in effect and payable be provided for the following uses as described in Zoning By-law 2009-141, as amended: Bakery, Concrete Product Manufacturing; Concrete Ready Mix Plant; Foundry; Manufacturing and Processing in Wholly Enclosed Buildings; Manufacturing, Refining, or Rendering of Noxious Products; Medical Marihuana Production Facility/ Cannabis Production Facility; Printing and Publishing, Research/Development Facility, Excavation and Processing of Mineral Aggregate Resources, Office, Conference Centre, as well as Data Processing Centre, and these temporary discounts shall be applicable for lands for which a building permit is issued on or before October 31, 2019 after which grants will be provided through a Community Improvement Plan (CIP).
3. That the Temporary Discretionary discounts as described in 2 b) be funded by the Community Improvement Reserve.
4. That the assumptions contained in the Development Charge Background Study be approved as an 'anticipation' with respect to capital grants, subsidies and other contributions.
5. That City staff, whenever appropriate, request that grants, subsidies and other contributions be clearly designated by the donor as being to the benefit of existing development, or new development as applicable.
6. That no further public meetings are required pursuant to Section 12 of the Development Charges Act, 1997.
7. That By-laws 2009-109, 2016-066 and 2014-108 be repealed."

General Committee also recommended a related motion, motion 19-G-170 concerning Options for Providing Incentive Programs within a Community Improvement Plan Process to Incentivize Development Priorities, as follows:

- "1. That \$2.5 million be committed through the City's Annual Business Plan and Budget to the Community Improvement Plan (CIP) Reserve to incentivize land development priorities instead of offering Development Charge exemptions through the Development Charge By-law.
2. That staff in the Planning and Building Services Department be authorized to hold a Public Meeting under the Planning Act in the Fall of 2019 to amend the CIP Program in accordance with the provisions identified within Staff Report PLN022-19.
3. That in the period between adoption of the Development Charges By-law and the approval of a new Community Improvement Plan under the Planning Act, the eligibility requirements and evaluation criteria identified in paragraphs 16 to 21 of Staff Report PLN022-19, be used to assess development projects for affordable housing, development in the Urban Growth Centre and employment uses on employment area lands as described in paragraph 16 of Staff Report PLN022- 19."

Development Charge Background Study Addendum

Typically after a Development Charge Background Study is released, an addendum(s) may be issued to address changes to the information contained in the background study since its release. These changes may result from further details staff have obtained about particular projects, questions from the development community or changes to legislation. Since the release of the Background Study on April 17, 2019, a few items have been amended resulting in the following decreases to development charges calculations:

Former City Municipal Boundary Areas							
Type of Development	Current Rate*	April 17, 2019 Calculation**	May 31, 2019 Calculation**	Addendum \$ Change	Addendum % Change	Current vs Calculated \$ Change	Current vs Calculated % Change
Residential (per unit)							
Single and Semi-Detached Dwelling	\$47,111	\$64,957	\$64,048	(\$909)	(1%)	\$16,937	36%
Apartments - 2 Bedrooms+	\$29,048	\$36,379	\$35,870	(\$509)	(1%)	\$6,822	23%
Apartments - Bachelor and 1 Bedroom	\$20,770	\$25,540	\$25,182	(\$358)	(1%)	\$4,412	21%
Other Multiples	\$35,219	\$51,418	\$50,697	(\$721)	(1%)	\$15,478	44%
Special Care/Special Dwelling Units	n/a	\$21,997	\$21,690	(\$307)	(1%)	n/a	n/a
Non-Residential (per sqft)							
Retail	\$31.66	\$31.58	\$31.11	(\$0.47)	(2%)	(\$0.55)	(2%)
Non-Retail	\$21.75	\$19.70	\$19.38	(\$0.32)	(2%)	(\$2.37)	(11%)
Accessory Building to Existing Industrial	\$2.33	\$2.33	\$2.33	\$0.00	0%	\$0.00	0%

Salem & Hewitt's Secondary Plan Areas							
Type of Development	Current Rate*	April 17, 2019 Calculation**	May 31, 2019 Calculation**	Addendum \$ Change	Addendum % Change	Current vs Calculated \$ Change	Current vs Calculated % Change
Residential (per unit)							
Single and Semi-Detached Dwelling	\$47,998	\$67,261	\$66,371	(\$890)	(1%)	\$18,373	38%
Apartments - 2 Bedrooms+	\$29,595	\$37,668	\$37,170	(\$498)	(1%)	\$7,575	26%
Apartments - Bachelor and 1 Bedroom	\$21,162	\$26,446	\$26,096	(\$350)	(1%)	\$4,934	23%
Other Multiples	\$35,883	\$53,243	\$52,537	(\$706)	(1%)	\$16,654	46%
Special Care/Special Dwelling Units	n/a	\$22,778	\$22,478	(\$300)	(1%)	n/a	n/a
Non-Residential (per sqft)							
Retail	\$33.11	\$32.39	\$31.92	(\$0.47)	(1%)	(\$1.19)	(4%)
Non-Retail	\$21.77	\$21.94	\$21.63	(\$0.31)	(1%)	(\$0.14)	(1%)
Accessory Building to Existing Industrial	\$2.33	\$2.33	\$2.33	\$0.00	0%	\$0.00	0%

* Rates in effect to November 30, 2019

** Rates to take effect December 1, 2019

An addendum to the Background Study has been attached as Appendix "A" to this memorandum providing detailed information with respect to each of the changes. A summary of the changes are:

- Refinements to capital project costs for services related to a highway
- Addition of capital project for wastewater collection
- Refinements to debt included in DC calculations
- Refinements to post-period benefit shares for public works facilities and fleet
- Refinements to administrative studies
- Refinements to benefit to existing and post-period benefit shares for airport services
- Refinements to the DC by-law relating to:
 - Whiskey Creek redevelopment credits (additional clarity)
 - Temporary discounts as per Staff Report FIN0013-19
 - Phase-in provisions as per Staff Report FIN0013-19
- Overall changes in the DC calculation
- Changes to the background report

Comments and Questions received from Community

Staff have received a number of questions and comments from members of the public, many of which members of Council have already received. Staff responses to questions took the form of both written and verbal communication, depending on the complexity and nature of the request. Some of the more complex requests necessitated more time to respond and necessitated the involvement of external consultants and multiple departments. All answers to written questions from the community received by May 26, 2019 were responded to and are included in Appendix "B". Staff will continue to respond to inquiries as they are received. Additionally included in Appendix "B" are written comments received from the public and corresponding commentary from staff/consultants provided as additional context in Council's review of same.

General Committee's Direction

At its meeting held on May 27, 2019, General Committee requested that staff provide a memo addressing the concerns raised in the Barrie Chamber of Commerce letter to Council dated May 27, 2019, and to provide a comparison of their suggested list of uses eligible for industrial discounts to the list recommended by staff.

The concerns identified in the Barrie Chamber of Commerce letter and the staff response are categorized as follows:

a) Cost Certainty

The Chamber and its Members have expressed concern over the transition from a temporary discount through the proposed DC by-law, to the future grant program to be offered through the Community Improvement Plan (CIP). In their letter, they express that "when businesses take on a new project, expansion or relocation, they require certainty of cost to ensure their ventures are financially viable".

The proposed transitional discount of 40% of the Development Charges in effect and payable for the prescribed list of uses within the industrial category contained in the FIN013-19 staff report, would cover the period from passage of the updated DC by-law to October 31, 2019 for lands for which a building permit has been issued. This period was chosen to provide a bridge of funding until the CIP is implemented. Although the CIP implementation is expected before the end of fall 2019, to provide more certainty, the paragraph 2 b) of motion 19-G-169 could be revised to end with "...and these temporary discounts shall be applicable for lands for which a building permit is issued on or before October 31, 2019 or until the updated Community Improvement Plan is approved."

For clarity and as currently written, the proposed transitional period and 40% discount for the prescribed uses in paragraph 2 b) of motion 19-G-169 would not be subject to a scale-based scoring and will be administered through the updated DC by-law, until October 31, 2019 or until the new Community Improvement Plan is approved.

In staff report PLN022-19, the proposed incentives of the CIP grant include 40% of development charges on Employment Land Employment development that is scaled based on scoring against a list of criteria to ensure the CIP is meeting the objectives of the program. It is understood that the scaling as worded did not provide the cost certainty desired by the development community and Council. As a result, staff are proposing that the CIP that is to be presented for public consultation, be established with incentives as follows:

- a minimum 30% of the applicable development charges for the Employment uses identified in Appendix "C" to this memorandum ;
- a further 5% of the applicable development charges for Employment Uses identified in Appendix "C" to this memorandum that would achieve or exceed 30 persons and jobs per hectare for

- industrial uses and 85 persons and jobs per hectare for population related uses (such as data centres and office uses), as part of the Provincial growth targets; and
- an additional 5% of the applicable development charges for Employment Uses identified in Appendix "C" to this memorandum that achieves a higher urban design standard through architectural/building design excellence and/or using materials that will require minimum maintenance and/or incorporates Green design elements for energy efficiency and long-term savings
 - scalable discounts of up to 50% of the development charges for affordable housing and development in nodes and corridors and the Urban Growth Centre.

The specific scaling of and assessment criteria for affordable housing and intensified development in the Urban Growth Centre will form part of the presentation at the future Public Meeting to consider an amended CIP.

b) List of Uses

The Chamber included a suggested list of uses for which they requested a lowering and fixing of the industrial development discounted rate to \$12/sf, with an annual reduction of \$2.50/sf each year thereafter. The Chamber's list includes many uses which are not deemed to create significant employment. As an example, the Chamber's proposed list of uses includes warehousing, which does not generate a significant amount of jobs/hectare that would assist the City in achieving Provincial growth targets, specifically for employment land employment. Under the current Development Charge by-law, warehousing uses have received approximately \$1.9M in incentives funded by the tax base, without generating significant employment in the community.

The recommended list of uses in the Development Charge and CIP staff reports was a smaller number as there are limited funds available to offset the discounts, and the targeted list reflected only those uses that staff felt were aligned to land use and economic development principles. The uses selected by staff, were those uses that were deemed to achieve an economic multiplier effect as the amount and type of jobs from the specific uses would generate other jobs and spending in the community. In terms of land use principles the uses selected concentrated primarily on industrial uses within industrial zones, and population related employment focused on uses which would provide for higher levels of employment (office, data processing), to better align with Council's Strategic Priorities, the future update to the CIP and the Provincial density targets of jobs per hectare.

One of the advantages of administering these types of grants in a CIP, as opposed to the DC by-law, is that there is more flexibility to adjust the list based on the most updated information aligned with the City's vision and objectives as well as new types of employment uses.

There was a discrepancy between the two lists related to the concrete product manufacturing, concrete ready mix and excavation and processing of mineral aggregate resources uses. Staff have reviewed the two lists and have provided a revised list that could be used to improve consistency between both the temporary Development Charge discount and proposed CIP program.

A comparison of the Chamber's list of uses to be incentivized versus the revised list proposed by staff can be found in Appendix "C".

The CIP does not only incent employment in industrial zones, but also addresses affordable housing and higher density residential and mixed use development in the Urban Growth Centre and other intensification nodes and corridors. Balancing of these initiatives to ensure funding is available and properly allocated will be an important aspect of CIP grant delivery. Limiting the list of industrial uses that the City wishes to incent will assist in achieving this objective.

c) Historical monies collected

General Committee had requested historical construction information for each of the uses in the lists from 4.b) above, for the last DC period of 2014 to 2019. It is worth noting that the City's expiring DC by-law 2014-108 provided discounted rates for the first 1.2 million square feet of non-residential, non-retail space as follows:

- I. Non-retail, industrial: 41% discount
- II. Non-retail, office: 27% discount
- III. Non-retail, non-industrial, non-office: 27% discount

Therefore, some of the proposed uses listed will be eligible for a greater discount than previously permitted, if the proposed by-law is approved. The historical collection of DC revenues and discounts have not been maintained to the detail of uses within each zone. Gathering of this data at this level, is not possible to meet the deadline for this memo.

The information that staff are able to provide is that approximately \$9.5 million in total discounts have been provided to the development community over the life of the existing by-law.

From the comparison list of uses found in Appendix "C", a number of the uses that the Chamber of Commerce is proposing would be considered retail from the development charges by-law perspective and were therefore specifically excluded from obtaining discretionary discounts in the 2014 by-law as well as in the proposed 2019 by-law. Staff are not able to provide the level of funding that would have otherwise been required to fund these types of developments throughout the City.

Of the list of uses proposed by the Chamber of Commerce, staff are of the belief that "warehousing in wholly enclosed buildings excluding self-storage" would be the use that is most impacted by not having it included in Staff's proposed list. While staff haven't collected enough data to fully identify each specific use, it can say that a number of warehouses have been built over the past 5 years and had received potentially as much as \$1.9M in discounts over that time. As noted earlier in the report, warehousing is not being recommended by staff to be included in the incentive program as they do not generate a significant amount of jobs/hectare that would assist the City in achieving its goals and Provincial density targets.

Potential Amendments to motions 19-G-169 and 19-G-170

Should Council wish to add additional certainty that Temporary Discretionary discounts continue until a CIP is implemented, and capture the changes described in the paragraphs above and in the attached addendum, the following amendment to motion 19-G-169 would be required:

That motion 19-G-169 of Section "D" of the Second General Committee Report dated May 27, 2019 concerning the Development Charge Background Study and Development Charges By-law be amended as follows:

- a) That Paragraph 1 be amended by adding the words "and the Addendum to the Background Study dated xx and attached as Appendix "A" to the memorandum dated June 3, 2019.";
- b) Replacing the words "Appendix "G" to Staff Report FIN013-19" with "within Appendix "A" to the memorandum dated June 3, 2019";
- c) Deleting the uses "Concrete Ready Mix Plant" and "Excavation and Processing of Mineral Aggregate Resources" from the list of uses that would receive temporary discretionary discounts in paragraph 2 b)

- d) Deleting the words “after which grants will be provided through a Community Improvement Plan” in paragraph 2 b); and
- e) Adding the words “or until a Community Improvement Plan (CIP) has been implemented” to 2 b) after the words “October 31, 2019”

Should Council wish to clarify the proposed Community Improvement Program changes described in the paragraphs above and in the attached addendum, the following amendment to motion 19-G-170 would be required:

That motion 19-G-170 of Section “E” of the Second General Committee Report dated May 27, 2019 concerning Options for Providing Incentive Programs within a Community Improvement Plan Process to Incentivize Development Priorities be amended as follows:

- a) Deleting paragraph 3 and replacing it with the following:

“That in the period between the adoption of the Development Charges By-law and the approval of a new Community Improvement Plan under the *Planning Act*, the eligibility requirements and evaluation criteria identified in paragraphs 16 to 21 of Staff Report PLN022-19, be used to assess development projects for affordable housing and development within the Urban Growth Centre, to a maximum of 50% of the applicable Development Charges”

- b) That the following paragraph be added as a Paragraph 4:

“4. That the amended CIP Program to be presented at a Public Meeting include the following parameters for employment uses on employment area lands grants to offset development charges:

- a) A rate of 30% of the applicable development charges for the following Employment uses on employment area lands: Bakery, Concrete Product Manufacturing; Foundry; Manufacturing and Processing in Wholly Enclosed Buildings; Manufacturing, Refining, or Rendering of Noxious Products; Medical Marihuana Production Facility/ Cannabis Production Facility; Printing and Publishing, Research/Development Facility, Office, Conference Centre, as well as Data Processing Centre
- b) A further 5% of the applicable development charges for Employment Uses identified in 4 a) that would achieve or exceed 30 persons and jobs per hectare for industrial uses and 85 persons and jobs per hectare for population related uses (such as data centres and office uses), as part of the Provincial growth targets; and
- c) An additional 5% of the applicable development charges for Employment Uses identified in 4 a) that achieve a higher urban design standard through architectural/building design excellence and/or using materials that will require minimum maintenance and/or incorporate Green design elements for energy efficiency and long-term savings.”;

Summary

The following chart summarizes the discounts, exemptions and grants that are currently in place and what would be in place once the by-law is passed and if the proposed CIP were to be adopted.

DISCOUNTS, EXEMPTIONS AND GRANTS			
Timeframe	Employment uses	Affordable Housing	Intensification in the nodes and corridors and Urban Growth Centre
Current	<p>Discounted rates for the first 1.2 million square feet of non-residential, non-retail space as follows:</p> <ul style="list-style-type: none"> a) Non-retail, industrial: 41% discount b) Non-retail, office: 27% discount c) Non-retail, non-industrial, non-office: 27% discount <p>Note: all of the 1.2 m sq. ft was used prior to the expiry of the by-law</p>	<p>Current by-law rates with CIP grants available to offset building and planning fees and development charges dependent upon the specific type of affordable housing (100% - 25%)</p> <p>Tax increment based funding for the incremental tax increase paid back over a five year period</p> <p>Note: available via CIP grants. Current CIP funding capped at \$200k annually</p>	<p>Current by-law rates with CIP grants available to offset the commercial component: 50% of building permit fees 100 % of planning fees 50% of development charges</p> <p>Tax increment based funding for the incremental tax increase paid back over a five year period</p> <p>Note: available via CIP grants. Current CIP funding capped at \$200k annually</p>
Between June 17, 2019 and November 30, 2019	Current by-law rates with a 40% discount for a narrower list of uses that are deemed to provide the greatest support for economic development and land use principles	<p>Current by-law rates with CIP grants available to offset building and planning fees and development charges to a maximum of 50% (scaled based on scoring against eligibility criteria as intended in the proposed CIP amendment)</p> <p>Tax increment based funding for the incremental tax increase paid back over a five year period</p>	<p>Current by-law rates with CIP grants available to offset building and planning fees and development charges to a maximum of 50% (scaled based on scoring against eligibility criteria as intended in the proposed CIP amendment))</p> <p>Tax increment based funding for the incremental tax increase paid back over a five year period</p>

Proposed CIP for Dec 1, 2019 and beyond, to be presented at a public meeting	<p>New by-law rates (which are the same or lower for industrial uses) with a grant in an amount equivalent to</p> <ul style="list-style-type: none"> a) A minimum of the 30% of the applicable DC charges for a list of uses that are deemed to provide the greatest support economic development and land use principles. b) A further 5% would be available for developments that provided higher employment densities; and c) A further 5% for and architectural standards (urban design) 	<p>Current by-law rates with CIP grants available to offset</p> <ul style="list-style-type: none"> • 100% of Planning Act application fees • 100% of Building Permit fees • Tax increment based funding for the incremental tax increase paid back over a five year period • 50% of applicable DC charges (scaled based on scoring against eligibility criteria) 	<p>Current by-law rates with CIP grants available to offset</p> <ul style="list-style-type: none"> • 100% of Planning Act application fees • 100% of Building Permit fees • 50% of applicable DC charges (scaled based on scoring against eligibility criteria)

APPENDIX "A"

ADDENDUM



Addendum #1 to the April 17, 2019 Development Charges Background Study

City of Barrie

May 31, 2019

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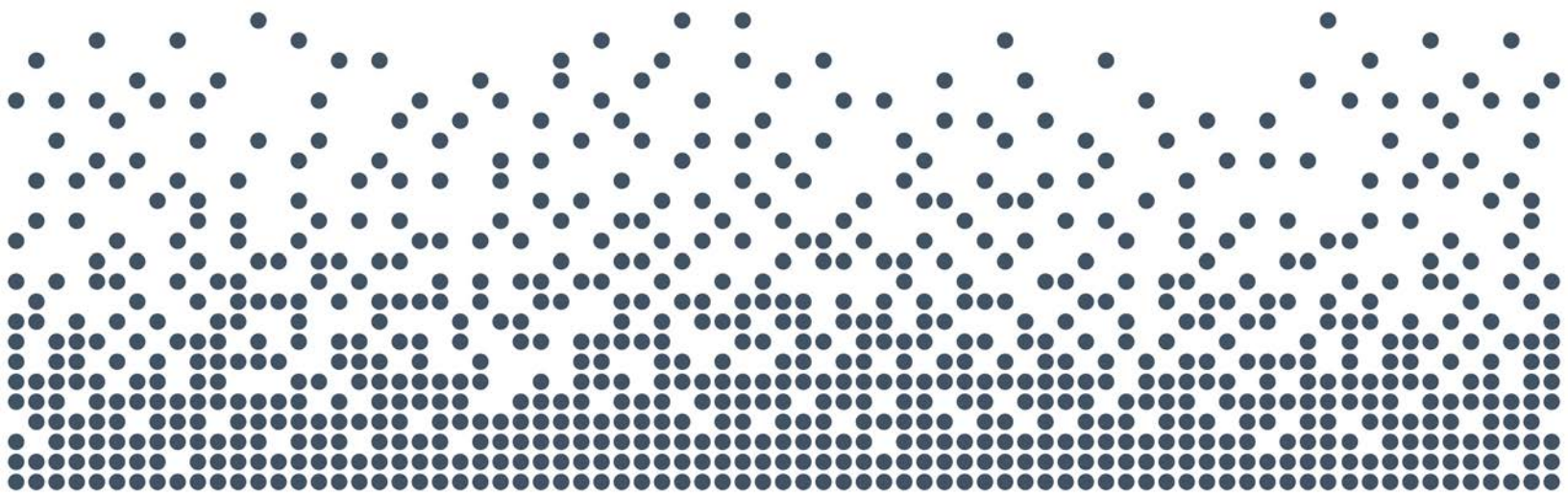
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List of Acronyms and Abbreviations

Acronym	Full Description of Acronym
D.C.	Development Charges
D.C.A.	Development Charges Act



Addendum Report to the April 17, 2019 Development Charges Background Study



1. Background

Commensurate with the provisions of the Development Charges Act, 1997, as amended (D.C.A.), the City has undertaken a Development Charges (D.C.) Background Study and released the study in accordance with the D.C.A. The following provides a summary of the key dates in the development charge by-law process:

April 17, 2019 – Release of the D.C. Background Study and draft by-law

May 2, 2019 – Stakeholder Meeting

May 13, 2019 – Public Meeting of Council

May 31, 2019 – Addendum to April 17th report released

June 17, 2019 – Passage of Development Charges By-law

As per discussions with developers and Council along with further review by City staff, several refinements are required to the capital program as well as additional refinements to wording and schedules in the draft by-law. The purpose of this addendum report is to provide for changes to the April 17, 2019 D.C. background study as per staff's review of the capital projects. These refinements are in relation to:

- Refinements to existing debt included in the D.C. calculations;
- Refinement of project costs for Services Related to a Highway and active transportation;
- Addition of a capital project for Wastewater Collection Services;
- Refinement to post-period benefit shares for Public Works Facilities and Fleet;
- Refinements to the by-law relating to Whiskey Creek redevelopment credits, temporary discounts, and phase-in provisions.

Since the release of the Background Study, the Province has introduced Bill 108, an Act to amend various statutes with respect to housing, other development and various other matters, which includes proposed amendments to the D.C.A. One of the proposed amendments includes removal of “soft” services (e.g. library, paramedic, airport, etc.) from the D.C.A. As a result and in anticipation of the possible changes to the D.C.A., this addendum report has split the Administrative studies into two categories, Essential Services which include those service studies which are proposed to continue under the D.C.A. and Community Based Services which are proposed to be removed from the



D.C.A. and would subsequently be considered under a Community Benefit Charge through the Planning Act.

These refinements will form part of the D.C. background study provided prior to by-law adoption.

2. Discussion

This section of the addendum report provides an explanation for the above-noted refinements.

2.1 Refinements to Capital Project Costs for Services Related to a Highway

With further review of the master plans, staff have identified the following changes in Services Related to a Highway for refinement of capital costs:

- Project 14 (Dunlop Street West (Ferndale Drive North – Tiffin Street)). The gross capital cost for this project has been increased to \$16,810,000 from \$16,800,000 resulting in an increase to the net D.C. eligible cost of \$6,500.
- Project 109 (Mapleview Drive (Prince William Way – 300m west of 20th Sideroad)). The gross capital cost for this project has been reduced to \$14,270,000 from \$14,280,000 resulting in a decrease to the net D.C. eligible cost of \$8,500.
- Project 110 (Salem Road (Veterans Drive – County Road 27)). The gross capital cost for this project has been reduced to \$32,350,000 from \$32,360,000 resulting in a decrease to the net D.C. eligible cost of \$8,500.
- Active Transportation: The gross capital cost of all active transportation projects has been reduced to \$146,743,530 from \$171,167,890. This reduction is largely a result of cycling infrastructure on developer roads that are the responsibility of the developers, as per the local service policy, being included in the capital costs in error. These projects have been removed from the D.C. calculation. The net D.C. eligible amount is therefore reduced to \$121,099,861 from \$141,833,367.



2.2 Addition of Capital Project for Wastewater Collection

Based on further review by staff, an additional capital project has been identified for Wastewater Collection within the Salem & Hewitts Secondary Plan Areas. This project has been identified as Project 19 in the amended pages below as “Sanitary Sewer – Holly Pumping Station to Lougheed, 525mm” at a gross cost of \$367,000. As this project is 100% growth-related, this amount has been included in the D.C. calculation.

2.3 Refinements to Debt Included in D.C. Calculations

Continuing with further staff review, it was identified that debt included in the D.C. calculation for the projects listed below included the non-growth share in error. The amount of debt principal and interest have been adjusted to capture the growth-related components only.

- Transit Garage - Issue #1 (Transit Services): Debt principal has been reduced to \$5,828,892 from \$11,429,200 and the discounted interest has been reduced to \$706,436 from \$1,385,169.
- Transit Garage - Issue #2 (Transit Services): Debt principal has been reduced to \$1,644,906 from \$3,225,307 and the discounted interest has been reduced to \$62,511 from \$122,571.
- GO Platform (Parking Services): Debt principal has been reduced to \$532,945 from \$1,714,015 and the discounted interest has been reduced to \$18,968 from \$188,160.
- Holly Recreation Centre (Parks & Recreation): Debt principal has been reduced to \$933,598 from \$2,074,662 and the discounted interest has been reduced to \$30,145 from \$66,988.

2.4 Refinements to Post-period Benefit Shares for Public Works Facilities and Fleet

The previous D.C. study used a forecast period of 2014 to 2031 for public works and as the Secondary Plan Areas were not anticipated to be fully built out in this time frame, a 20% post-period benefit was applied to the South Operations Facility, the 70 Collier Expansion and Growth-Related Fleet. With the current study, the forecast period has



been extended to 2041 which anticipated that the Secondary Plan Areas are expected to be fully built out. Therefore, the post-period benefit on these projects should be removed. This addendum report has corrected the calculations to remove this post-period benefit deduction.

2.5 Refinements to Administrative Studies

As noted in Section 1, the Province has introduced Bill 108, An Act to amend various statutes with respect to housing, other development and various other matters, which includes proposed amendments to the D.C.A. One of the proposed amendments includes deeming “soft” services ineligible for inclusion in D.C. By-laws.

For the City the soft services currently identified in the Background Study include parks & recreation, library services, paramedics, long term care, social housing, airport, parking services, along with some studies identified under the Administrative Studies category.

If Bill 108 receives royal assent, any studies related to the “soft” services would also be deemed ineligible for inclusion in the D.C. By-law. As such, this addendum report has broken out the Administration category into “Administration - Community Based Services”, this category will include the studies related to proposed ineligible services and “Administration – Essential Services”, which includes studies related to services proposed to continue as eligible.

This breakdown does not change the overall calculated rates provided for Council’s consideration.

2.6 Refinements to Whiskey Creek Stormwater Management Works and Downstream Conveyance Works Area Tables

Through discussion with the developer, it was identified that Mason Homes Ltd. has fully developed their lands and have paid development charges under prior by-laws. As a result, an asterisk has been placed in the applicable tables throughout the amended pages (appended to this report) to indicate this payment. This does not change the calculated rates provided for Council’s consideration.



2.7 Refinements to Benefit to Existing and Post-Period Benefit Shares for Airport Services

Upon further review of the Lake Simcoe Regional Airport Strategic Plan it was recognized that a benefit to existing share of 25% should be applied to the capital projects included in the D.C. calculations to account for the non-growth portions. In addition, as the Strategic Plan indicates that the plans are to service growth to 2043, additional post-period benefit has been applied to the projects to account for the benefit to growth beyond the D.C. forecast period of 2019-2028. These adjustments do not result in a change in the calculated rates presented for Council's consideration.

2.8 Refinements to the D.C. By-law

Section 10(c)(i) has been modified to allow for additional clarification on the redevelopment credits available if the redevelopment is subject to Whiskey Creek area specific charges. The credit shall not be given with respect to the area-specific charges for the Stormwater Management Works and Downstream Conveyance Works.

Section 10(f) has been added into the by-law to allow for a 40% discount of D.C.s for specific developments (as outlined in the by-law) for lands for which a building permit is issued on or before October 31, 2019.

Based on Council's direction, the D.C.s are recommended to be phased in for all residential charges and Whiskey Creek area-specific charges with the calculated rates effective December 1, 2019 and the rates between by-law passage and November 30, 2019 being held at the current rates based on the indexed 2014 D.C. rates. Additional schedules have been included in the draft by-law setting out the rates effective at by-law passage and December 1, 2019.

The non-residential calculated charges, except those related to the Whiskey Creek area-specific charges, are not being phased in. Hence, the calculated rates as calculated in the background study will become effective upon by-law passage.



2.9 Overall Changes in the D.C. Calculation

Based on the changes noted above, the calculated development charge (single/semi-detached unit) has decreased from \$64,957 to \$64,049 in the Former City Municipal Boundary Area. The calculated charges within the Salem and Hewitts Secondary Plan Areas have decreased from \$67,261 to \$66,372. In regard to the non-residential charges, the calculated development charge (per sq.ft.) has decreased from \$31.58 to \$31.11 for retail development and from \$19.70 to \$19.38 for non-retail development in the Former City Municipal Boundary Area. The charges within the Salem & Hewitts Secondary Plan Areas have decreased from \$32.39 to \$31.93 for retail development and from \$21.94 to \$21.63 for non-retail development.

The above changes have been incorporated into the calculations. The summary below outlines the current charges vs. the charges as calculated in the April 17, 2019 D.C. background study and the charges calculated in this addendum report.



Residential (Single Detached) Comparison

Service	Current	Calculated for April 17, 2019 Report	Calculated for Addendum Report	Calculated vs. Current
Municipal Wide Services:				
Services Related to a Highway	18,701	28,129	27,651	48%
Public Works Facilities and Fleet	617	447	545	-12%
Protection	723	1,831	1,831	153%
Transit Services	594	1,542	1,153	94%
Parking	255	261	195	-24%
Airport	-	234	234	n/a
Parks and Recreation	6,097	7,333	7,260	19%
Library Services	553	710	710	28%
Administration - Essential Services	423	714	589	69%
Administration - Community Based Services			125	
Paramedics	80	210	210	163%
Social Housing	216	626	626	190%
Long Term Care	-	38	38	n/a
Waste Diversion	-	386	386	n/a
Wastewater Services - Facilities	1,488	5,928	5,928	298%
Wastewater Services - Facilities Related Debt	4,368	3,545	3,545	-19%
Water Services - Facilities	662	76	76	-89%
Water Services - Facilities Related Debt	7,513	4,929	4,929	-34%
Total Municipal Wide Services	42,290	56,939	56,031	32%
Area Specific Services				
Former City Municipal Boundary Areas:				
Stormwater Drainage and Control Services	4,056	6,466	6,466	59%
Wastewater Services - Collection Systems	12	1,135	1,135	9358%
Water Services - Distribution Systems	753	417	417	-45%
Total Area Specific Services Former City Municipal Boundary Areas	4,821	8,018	8,018	66%
Total Services - Former City Municipal Boundary Areas	47,111	64,957	64,049	36%
Area Specific Services				
Salem & Hewitts Secondary Plan Areas:				
Wastewater Services - Collection Systems	2,853	4,961	4,980	75%
Water Services - Distribution Systems	2,855	5,361	5,361	88%
Total Area Specific Services - Salem & Hewitt's Secondary Plan Areas	5,708	10,322	10,341	81%
Total Services - Salem & Hewitt's Secondary Plan Areas	47,998	67,261	66,372	38%



Non-Residential - Retail (per sq.ft.) Comparison

Service	Current	Calculated for April 17, 2019 Report	Calculated for Addendum Report	Calculated vs. Current
Municipal Wide Services:				
Services Related to a Highway	18.27	15.16	14.90	-18%
Public Works Facilities and Fleet	0.60	0.24	0.29	-51%
Protection	0.49	1.00	1.00	105%
Transit Services	0.38	0.87	0.65	70%
Parking	0.16	0.15	0.11	-31%
Airport	-	0.13	0.13	n/a
Parks and Recreation	0.52	0.65	0.64	24%
Library Services	0.05	0.06	0.06	26%
Administration - Essential Services	0.28	0.40	0.33	43%
Administration - Community Based Services			0.07	
Paramedics	0.05	0.04	0.04	-22%
Social Housing	-	-	-	n/a
Long Term Care	-	0.01	0.01	n/a
Waste Diversion	-	0.03	0.03	n/a
Wastewater Services - Facilities	0.99	3.19	3.19	223%
Wastewater Services - Facilities Related Debt	2.91	1.91	1.91	-34%
Water Services - Facilities	0.44	0.04	0.04	-91%
Water Services - Facilities Related Debt	5.00	2.66	2.66	-47%
Total Municipal Wide Services	30.14	26.54	26.08	-13%
Area Specific Services:				
Former City Municipal Boundary Areas:				
Stormwater Drainage and Control Services	1.16	3.25	3.25	180%
Wastewater Services - Collection Systems	-	1.31	1.31	
Water Services - Distribution Systems	0.36	0.48	0.48	33%
Total Area Specific Services Former City Municipal Boundary Areas	1.52	5.04	5.04	231%
Total Services - Former City Municipal Boundary Areas	31.66	31.58	31.11	-2%
Area Specific Services				
Salem & Hewitts Secondary Plan Areas:				
Wastewater Services - Collection Systems	1.48	2.81	2.82	90%
Water Services - Distribution Systems	1.49	3.04	3.03	104%
Total Area Specific Services - Salem & Hewitt's Secondary Plan Areas	2.97	5.84	5.85	97%
Total Services - Salem & Hewitt's Secondary Plan Areas	33.11	32.39	31.93	-4%

Non-Residential - Non-Retail (per sq.ft.) Comparison

Service	Current	Calculated for April 17, 2019 Report	Calculated for Addendum Report	Calculated vs. Current
Municipal Wide Services:				
Services Related to a Highway	12.08	10.49	10.31	-15%
Public Works Facilities and Fleet	0.39	0.17	0.20	-48%
Protection	0.32	0.71	0.71	121%
Transit Services	0.25	0.58	0.43	74%
Parking	0.10	0.10	0.07	-27%
Airport	-	0.09	0.09	n/a
Parks and Recreation	0.34	0.44	0.43	27%
Library Services	0.03	0.04	0.04	39%
Administration - Essential Services	0.18	0.27	0.22	50%
Administration - Community Based Services			0.05	
Paramedics	0.03	0.03	0.03	-13%
Social Housing	-	-	-	n/a
Long Term Care	-	0.00	0.00	n/a
Waste Diversion	-	0.02	0.02	n/a
Wastewater Services - Facilities	0.66	2.21	2.21	235%
Wastewater Services - Facilities Related Debt	1.93	1.32	1.32	-32%
Water Services - Facilities	0.29	0.03	0.03	-90%
Water Services - Facilities Related Debt	3.32	1.84	1.84	-45%
Total Municipal Wide Services	19.92	18.33	18.01	-10%
Area Specific Services:				
Former City Municipal Boundary Areas:				
Stormwater Drainage and Control Services	1.39	0.88	0.88	-37%
Wastewater Services - Collection Systems	0.01	0.36	0.36	3458%
Water Services - Distribution Systems	0.43	0.13	0.13	-70%
Total Area Specific Services Former City Municipal Boundary Areas	1.83	1.37	1.37	-25%
Total Services - Former City Municipal Boundary Areas	21.75	19.70	19.38	-11%
Area Specific Services				
Salem & Hewitts Secondary Plan Areas:				
Wastewater Services - Collection Systems	0.92	1.74	1.74	89%
Water Services - Distribution Systems	0.93	1.88	1.88	102%
Total Area Specific Services - Salem & Hewitt's Secondary Plan Areas	1.85	3.61	3.62	96%
Total Services - Salem & Hewitt's Secondary Plan Areas	21.77	21.94	21.63	-1%



2.10 Changes to the Background Report

Based upon the above, the following revisions are made to the pages within the background study (new pages are appended to this report):

Page Reference	Description of Revisions
ES (iii)	Update to item 6 related to the updated calculated charge and phase-in policy.
ES (v)	Update to item 8 related to the updated summary of gross capital costs and recovery of costs over the life of the by-law.
ES (vi to vii)	Updated item 9 to reflect the breakout of administration into the two new categories.
ES (viii, ix and x)	Updates to Tables ES-1 and ES-2 to reflect the recalculated charges
1-3	Revised Figure 1-1 to include the release of this addendum report.
5-2 to 5-4	Updates to reflect growth related portion of Transit Garage debt only.
5-5 to 5-6	Updates to reflect the changes to benefit to existing and post-period benefit shares for Airport Facilities, Vehicles and Equipment.
5-7 to 5-8	Updates to reflect growth related portion of GO Platform debt only.
5-9	Update in wording to reflect growth related portion of Holly Recreation Centre debt only.
5-13	Table updated to reflect the growth relation portion of Holly Recreation Centre debt.
5-16	Updates to reflect the breakdown of Administration into two categories, Essential Services and Community Based Services.
5-17 to 5-18	Table split into two tables for the breakdown of Administration.
5-31- to 5-39	Updates to Services Related to a Highway related to updated capital costs.
5-40 to 5-41	Updates to Public Works Fleet & Facilities to remove post-period benefit shares.
5-67 to 5-68	Update to Wastewater Collection in the Salem & Hewitts Secondary Plan Areas to reflect the addition of capital project.

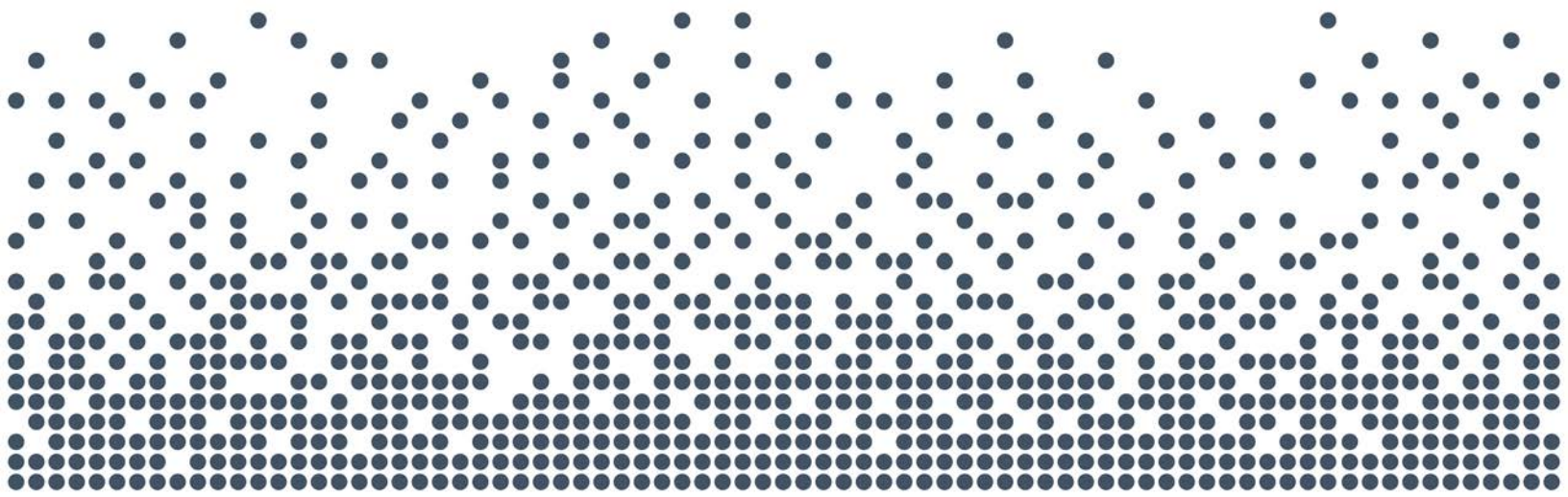


6-9, 6-10, 6-12 to 6-16, 6-18 to 6-20	Updates to tables to reflect development charges paid under prior by-laws by Mason Homes Ltd.
7-4	Table 7-2 updated to reflect the calculated charges for Wastewater Collection Systems within the Salem & Hewitts Secondary Plan Areas.
7-5	Table 7-3 updated to reflect the calculated charges for Services Related to a Highway and Public Works Facilities and Fleet.
7-7	Table 7-5 updated to reflect the calculated charges for the two Administration categories as well as the updates to Parking and Transit
7-8	Table 7-6 updated to reflect the changes to the D.C. calculation.
7-9	Table 7-7 updated to reflect the two Administrative Studies categories as well as changes in capital programs and net costs for the various services outlined above.
7-11	Table 7-2 updated to reflect the calculated charges for Wastewater Collection Systems within the Salem & Hewitts Secondary Plan Areas.
7-12	Table 7-3 updated to reflect the calculated charges for Services Related to a Highway and Public Works Facilities and Fleet.
7-15	Table 7-5 updated to reflect the calculated charges for the two Administration categories as well as the updates to Parking, Airport, and Transit.
8-3	Updates to section 8.3.2 item 2 to identify the two Administration categories.
8-5	Updates to Section 8.3.5 to outline phase-in policy.
8-7	Updated section 8.4.1 Categories for reserve funds to identify the breakdown of the Administration category into two.
Appendix C C-4	Update Table to reflect the two Administration categories as well as changes to costs related to the various services outlined above.
Appendix D D-5	Update Table to reflect the two Administration categories in the example Treasurer's annual D.C. reserve fund statement.
Appendix G G-4 to G-5	Updates to the asset management summary table to reflect changes in capital costs outlined above.
Appendix H	Updated by-law for refinements related to the phase-in policy, temporary discounts, redevelopment credits related to Whiskey Creek and to update the schedules included.



3. Process for the Adoption of the Development Charges By-law

Sections 1 & 2 provide for a summary of the revisions to the City's D.C. Background Study and draft by-law. If Council is satisfied with the above changes to the Background Study and based on the public submissions made at the public meeting, this addendum report #1 will be considered for approval by Council along with the Background Study.



Amended Pages



5. On August 25, 2014, the City of Barrie passed By-law 2014-108 under the D.C.A. The by-law imposes D.C.s on residential and non-residential uses. Further to the 2014 by-law, the City passed By-law 2016-066 on June 13, 2016 for an area-specific development charge for the Whiskey Creek Stormwater Management Works and Downstream Conveyance Works. The City-wide by-law will expire on August 26, 2019 whereas the Whiskey Creek Area specific D.C. by-law will expire on June 14, 2021. The City is currently undertaking a D.C. public process and anticipates passing a new by-law in advance of the expiry date for the City-wide by-law. This by-law is anticipated to replace both By-law 2014-108 for the City-wide charges as well as By-law 2016-066 for Whiskey Creek area-specific charges. The mandatory public meeting has been tentatively scheduled for May 13, 2019 with adoption of the by-law anticipated on June 17, 2019.
6. Within the Former City Municipal Boundary Areas the full-service D.C.s currently in effect are \$47,111 for single detached dwelling units. The full-service non-residential charges within this area are \$31.66 per square foot for retail and \$21.75 per square foot for non-retail.

Within the Salem & Hewitt's Secondary Plan Areas the full services D.C.s in effect are \$47,998 for single detached dwelling units while the full services non-residential charge is \$33.11 per sq.ft. for retail and \$21.77 per sq.ft. for non-retail.

This report has undertaken a recalculation of the charge based on future identified needs (presented in Schedule ES-1 for residential and ES-2 for non-residential). Charges have been provided on a City-wide basis for all services other than water, wastewater, and stormwater services, which are calculated on an area-specific basis. The corresponding single detached unit charge for the Former City Municipal Boundary Area is \$64,049 and \$66,372 for the Salem & Hewitt's Secondary Plan Areas. The non-residential retail charge is \$31.11 per sq.ft. of building area for the Former City Municipal Boundary Area and \$31.93 per sq.ft. for Salem & Hewitt's areas. The non-residential non-retail charge is \$19.38 per sq.ft. of building area for the Former City Municipal Boundary Area and \$21.63 per sq.ft. for Salem & Hewitt's areas. These rates are submitted to Council for its consideration.

Note that Staff have identified a phase-in policy that has been included in the draft D.C. by-law contained in Appendix H.



- e. Collection of the D.C. is proposed to continue as in the current by-law; at subdivision registration, or on approval of a severance application, or in the absence of a subdivision plan or severance, at the timing of issuance of the first building permit.
 - f. Appendix H contains the proposed D.C. by-law, including the proposed D.C. rules with respect to indexing, exemptions, calculation of the applicable charge, etc.
 - g. It is intended that owners will be required to construct some or all of the works in order to allow development to proceed in the area. The D.C. by-law will support the payback of a front-end financing arrangement from other benefiting owners, where required.
8. The D.C.A. requires a summary be provided of the gross capital costs and the net costs to be recovered over the life of the by-law. This calculation is provided by service and is presented in Table 7-7. A summary of these costs is provided below:

Total gross expenditures planned over the next five years	\$ 1,198,540,624
Less:	
Benefit to existing development	\$ 311,683,617
Post planning period benefit	\$ 21,561,026
Ineligible re: Level of Service	\$ 100,000
Mandatory 10% deduction for certain services	\$ 5,169,636
Grants, subsidies and other contributions	\$ 10,800,000
Net Costs to be recovered from development charges	\$ 849,226,345

Hence, \$349.31 million (or an annual amount of \$69.86 million) will need to be contributed from taxes and rates, or other sources. Of this amount, \$21.56 million will be included in subsequent D.C. study updates to reflect the portion of capital that benefits growth in the post period D.C. forecasts.

Based on the above table, the City plans to spend \$1.20 billion over the next five years, of which \$849.23 million (71%) is recoverable from D.C.s. Of this net amount, \$622.11 million is recoverable from residential development and \$227.12 million from non-residential development. It is noted also that any exemptions or reductions in the charges would reduce this recovery further.



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

The following services are calculated based on an urban 23-year forecast on an area-specific basis:

- Salem & Hewitt's Secondary Plan Areas:
 - Water Services – Distribution Systems; and
 - Wastewater Services – Collection Systems.
- Former City Municipal Boundary Areas:
 - Water Services – Distribution Systems;
 - Wastewater Services – Collection Systems; and
 - Stormwater Drainage and Control Services.

The following services are calculated based on a 23-year forecast:

- Water Services – Facilities;
- Water Services – Facilities Related Debt;
- Wastewater Services – Facilities;
- Wastewater Services – Facilities Related Debt;
- Services Related to a Highway; and
- Public Works Facilities and Fleet.

The following service is calculated based on a 13-year forecast:

- Protection Services.

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

- Transit;
- Parks and Recreation;
- Parking;
- Airport;
- Library Services;
- Administration – Essential Services;
- Administration – Community Based Services
- Paramedics;



- Long-Term Care;
- Social Housing; and
- Waste Diversion.

Whiskey Creek Area-specific Charges are based on the buildout of the benefiting lands.

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

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



Table ES-1
Summary of Residential Development Charges

Service	RESIDENTIAL				
	Single and Semi-Detached Dwelling	Other Multiples	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Special Care/Special Dwelling Units
Municipal Wide Services:					
Services Related to a Highway	27,651	21,888	15,486	10,871	9,365
Public Works Facilities and Fleet	545	431	305	214	185
Protection	1,831	1,449	1,025	720	620
Transit Services	1,153	913	646	453	390
Parking	195	154	109	77	66
Airport	234	185	131	92	79
Parks and Recreation	7,260	5,747	4,066	2,854	2,459
Library Services	710	562	398	279	240
Studies - Essential Services	589	466	330	232	199
Studies - Community Based Services	125	99	70	49	42
Paramedics	210	166	118	83	71
Social Housing	626	496	351	246	212
Long Term Care	38	30	21	15	13
Waste Diversion	386	306	216	152	131
Wastewater Services - Facilities	5,928	4,692	3,320	2,331	2,008
Wastewater Services - Facilities Related Debt	3,545	2,806	1,985	1,394	1,201
Water Services - Facilities	76	60	43	30	26
Water Services - Facilities Related Debt	4,929	3,902	2,760	1,938	1,669
Total Municipal Wide Services	56,031	44,352	31,380	22,030	18,976
Area Specific Services					
Former City Municipal Boundary Areas:					
Stormwater Drainage and Control Services	6,466	5,118	3,621	2,542	2,190
Wastewater Services - Collection Systems	1,135	898	636	446	384
Water Services - Distribution Systems	417	330	234	164	141
Total Area Specific Services Former City Municipal Boundary Areas	8,018	6,346	4,491	3,152	2,715
Total Services - Former City Municipal Boundary Areas	64,049	50,698	35,871	25,182	21,691
Area Specific Services					
Salem & Hewitt's Secondary Plan Areas:					
Wastewater Services - Collection Systems	4,980	3,942	2,789	1,958	1,687
Water Services - Distribution Systems	5,361	4,244	3,002	2,108	1,816
Total Area Specific Services - Salem & Hewitt's Secondary Plan Areas	10,341	8,186	5,791	4,066	3,503
Total Services - Salem & Hewitt's Secondary Plan Areas	66,372	52,538	37,171	26,096	22,479



Table ES-2
Summary of Non-Residential Development Charges

Service	NON-RESIDENTIAL					
	Blended Charge (per sq.m. of Gross Floor Area)	Retail (per sq.m. of Gross Floor Area)	Non-Retail (per sq.m. of Gross Floor Area)	Blended Charge (per sq.ft. of Gross Floor Area)	Retail (per sq.ft. of Gross Floor Area)	Non-Retail (per sq.ft. of Gross Floor Area)
Municipal Wide Services:						
Services Related to a Highway	125.69	160.38	110.97	11.68	14.90	10.31
Public Works Facilities and Fleet	2.48	3.16	2.19	0.23	0.29	0.20
Protection	8.57	10.80	7.60	0.80	1.00	0.71
Transit Services	5.39	6.97	4.68	0.50	0.65	0.43
Parking	0.91	1.18	0.79	0.08	0.11	0.07
Airport	1.09	1.41	0.95	0.10	0.13	0.09
Parks and Recreation	5.36	6.93	4.65	0.50	0.64	0.43
Library Services	0.52	0.68	0.45	0.05	0.06	0.04
Studies - Essential Services	2.75	3.56	2.39	0.26	0.33	0.22
Studies - Community Based Services	0.59	0.76	0.51	0.05	0.07	0.05
Paramedics	0.33	0.42	0.28	0.03	0.04	0.03
Social Housing	-	-	-	-	-	-
Long Term Care	0.06	0.08	0.05	0.01	0.01	0.00
Waste Diversion	0.28	0.37	0.25	0.03	0.03	0.02
Wastewater Services - Facilities	26.94	34.38	23.79	2.50	3.19	2.21
Wastewater Services - Facilities Related Debt	16.11	20.56	14.23	1.50	1.91	1.32
Water Services - Facilities	0.34	0.44	0.30	0.03	0.04	0.03
Water Services - Facilities Related Debt	22.41	28.59	19.78	2.08	2.66	1.84
Total Municipal Wide Services	219.84	280.67	193.86	20.42	26.08	18.01
Area Specific Services						
Former City Municipal Boundary Areas:						
Stormwater Drainage and Control Services	13.65	34.96	9.50	1.27	3.25	0.88
Wastewater Services - Collection Systems	5.50	14.09	3.83	0.51	1.31	0.36
Water Services - Distribution Systems	2.02	5.17	1.41	0.19	0.48	0.13
Total Area Specific Services Former City Municipal Boundary Areas	21.17	54.22	14.74	1.97	5.04	1.37
Total Services - Former City Municipal Boundary Areas	241.01	334.89	208.60	22.39	31.11	19.38
Area Specific Services						
Salem & Hewitt's Secondary Plan Areas:						
Wastewater Services - Collection Systems	21.18	30.35	18.76	1.97	2.82	1.74
Water Services - Distribution Systems	22.80	32.67	20.20	2.12	3.03	1.88
Total Area Specific Services - Salem & Hewitt's Secondary Plan Areas	43.98	63.01	38.96	4.09	5.85	3.62
Total Services - Salem & Hewitt's Secondary Plan Areas	263.82	343.68	232.82	24.51	31.93	21.63



Table ES-3
Whiskey Creek S.W.M. Works and Downstream Conveyance Works
Total Cost Sharing Breakdown for each Contributing Area

No.	Development Areas	Total D.C. Eligible Costs
1A	Barrie - Bryne Developments - Industrial (formerly Lorne Properties - Industrial)	\$993,248
1B	Barrie - Bryne Developments - Commercial (formerly Lorne Properties - Commercial)	\$276,606
1C	Barrie - Bryne Developments - Commercial (formerly Lorne Properties - Commercial)	\$516,297
1D	1074243 Ontario Limited - Industrial (formerly Lorne Properties - Industrial)	\$382,668
1E	1074243 Ontario Limited - Industrial (formerly Lorne Properties - Industrial)	\$151,862
1F	Discovery Daycare *	\$47,370
2	Harvie Island Estates - Residential (formerly Lorne Properties - to Res) *	\$176,890
3	Mason Homes Ltd.*	\$1,931,251
4	ASV Enterprises - Townhouse (formerly Lorne Properties - Townhouse) *	\$82,151
5	Future Dev - Residential	\$73,437
6A	Sunfield Homes (Mapleview III):	\$594,491
6B	Pratt/Hansen*	\$298,588
7	Future Res - Allandale Vet	\$27,927
8	Future Comm - Allandale Vet	\$186,657
9	Jarlette *	\$114,643
10A	Rob-Geoff *	\$356,547
10B	541 Essa Rd.	\$5,822
11A	Pratt Construction (Pratt-Holly Meadows) *	\$229,465
11B	27 Holdings *	\$351,890
12A	Essa - Ferndale Development	\$82,685
12B	Pratt Ferndale Townhouse *	\$41,898
12C	430 Essa Rd.	\$21,147
12D	440 Essa Rd.	\$16,005
13	Beacon Subdivision *	\$135,626
14	Future Residential	\$161,735
15A	Bell Media Site (CKVR Lands - Station Lands)*	\$64,033
15B	Bell Media Site (CKVR Lands)	\$576,297

* Development areas (in whole or in part) which have already provided securities to the City, or have already paid development charges under prior by-laws



- finalization of the report and Council consideration of the by-law subsequent to the public meeting.

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

Figure 1-1
Schedule of Key D.C. Process Dates for the City of Barrie

1. Data collection, staff review, engineering work, D.C. calculations and policy work	Summer 2018 to March 2019
2. Background study and proposed by-law available to public	April 17, 2019
3. Public meeting advertisement placed in newspaper(s)	No later than April 22, 2019
4. Stakeholder meeting	May 2, 2019
5. Public meeting of Council	May 13, 2019
6. Release of Addendum Report	May 31, 2019
7. Council considers adoption of background study and passage of by-law	June 17, 2019
8. Newspaper notice given of by-law passage	By 20 days after passage
9. Last day for by-law appeal	40 days after passage
10. City makes pamphlet available (where by-law not appealed)	By 60 days after in force date



a deduction of \$5,333,000 to recognize the growth benefit of these services beyond the 2019 to 2028 forecast period. Further, a deduction of \$3,004,800 was made to recognize the benefit to existing. This results in a D.C. eligible cost of \$10,387,200 for transit buses and vehicles in the 2019 to 2028 forecast period.

Further to the additional fleet required to service the 10-year forecast period, it is recognized that as the City continues to grow, the transit modal split is also anticipated to continue to grow to 6.8% by 2041. As such, additional fleet for conventional and specialized transit have been identified along with additional support vehicles. The total cost of these vehicles is \$47,265,000. This total has been included in the overall gross cost estimates, however, are deducted fully as post-period benefit.

In addition to the vehicles, the relocation and expansion of the Allandale Transit Hub has been identified in the 10-year forecast, at a total gross cost of \$8,750,000. Accounting for existing buses being moved to the new facility and the projected modal increase with respect to transit use, an attribution to reflect the benefit to existing has been made in the amount of \$1,866,400. In addition, a deduction of \$6,417,000 has been applied against this facility as a result of anticipated Public Transit Infrastructure Fund (P.T.I.F.) funding, resulting in a D.C. eligible cost of \$466,600 for the facility.

The City's Transportation Master Plan (T.M.P.), dated April 2019, has also identified the need for additional transit terminals post-2028 at an amount of \$680,000. This entire amount has been deducted from the D.C. calculations as post-period benefit. Further, the T.M.P. has identified the need for two expansions to the Garage and Maintenance Facility. The first expansion will provide space for 40 additional vehicles at a cost of \$12,990,000. Of this amount, \$7,469,300 has been deducted to reflect the share of the costs that benefits growth post-2028. An additional deduction has been made in the amount of \$974,200 to reflect the share of the cost that benefits existing development. The second expansion, at an estimated cost of \$45,280,000, is required to accommodate growth post-2028. This amount has been fully deducted from the calculations as post-period benefit. The resultant total growth-related capital costs included in the calculations for these facilities is \$4,546,500.

Outstanding debenture payments related to the transit garage expansion, including interest (discounted), of \$8,242,746 have been included in the D.C. calculations.



The total gross cost for all transit capital is \$142,032,746. Total deductions for post-period benefit of \$106,127,300 and benefit to existing of \$5,845,400 have been made. In addition, a deduction of \$118,734 has been made to reflect the existing reserve fund balance. These attributions result in a net growth-related cost of \$23,524,312 that has been included in the D.C. calculations.

The growth costs have been allocated 75% residential and 25% non-residential based on the incremental growth in population to employment, for the 10-year forecast period.



Infrastructure Costs Included in the Development Charges Calculation

City of Barrie
Service Transit Services

Prj. No.	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
	2019-2028									75%	25%
	Fleet:										
1	Conventional Fleet Addition (Additional 40 ft. buses) (26)	2019-2028	16,900,000	5,323,500		11,576,500	2,568,800		9,007,700	6,755,775	2,251,925
2	Conventional Fleet Addition (Additional 40 ft. buses) (70)	2029-2041	45,500,000	45,500,000		-	-		-	-	-
3	Specialized Transit Vehicles (8)	2019-2028	1,480,000	-		1,480,000	232,400		1,247,600	935,700	311,900
4	Specialized Transit Vehicles (8)	2029-2041	1,480,000	1,480,000		-	-		-	-	-
5	Supervisor Vehicle - Large Sport Utility Vehicle (1)	2019-2028	45,000	-		45,000	-		45,000	33,750	11,250
6	Supervisor Vehicle - Small Sport Utility Vehicle (1)	2019-2028	30,000	-		30,000	-		30,000	22,500	7,500
7	Supervisor Vehicle - Small Sedan (1)	2019-2028	20,000	-		20,000	-		20,000	15,000	5,000
8	Supervisor Vehicle - Large Sport Utility Vehicle (1)	2029-2041	45,000	45,000		-	-		-	-	-
9	Supervisor Vehicle - Small Sport Utility Vehicle (4)	2029-2041	120,000	120,000		-	-		-	-	-
10	Supervisor Vehicle - Small Sedan (6)	2029-2041	120,000	120,000		-	-		-	-	-
11	Fleet Maintenance Vehicles (1)	2019-2028	50,000	7,500		42,500	7,600		34,900	26,175	8,725
12	Bus Stop Maintenance Loaders (2)	2019-2028	200,000	2,000		198,000	196,000		2,000	1,500	500
13	Fleet Maintenance Vehicles (1)	2029-2041	100,000	100,000		-	-		-	-	-
	Debt:										
14	Existing Growth Related Debt Principal - Transit Garage (Issue #1)	2019-2036	5,828,892	-		5,828,892	-		5,828,892	4,371,669	1,457,223
16	Existing Growth Related Debt Interest (Discounted) - Transit Garage (Issue #1)	2019-2036	706,436	-		706,436	-		706,436	529,827	176,609
17	Existing Growth Related Debt Principal - Transit Garage (Issue #2)	2019-2026	1,644,906	-		1,644,906	-		1,644,906	1,233,680	411,227
18	Existing Growth Related Debt Interest (Discounted) - Transit Garage (Issue #2)	2019-2026	62,511	-		62,511	-		62,511	46,883	15,628
	Facilities:										
19	Allandale Transit Hub Development (Relocation & Expansion)	2020-2022	8,750,000	-		8,750,000	1,866,400	6,417,000	466,600	349,950	116,650
20	Terminal Facilities	2029-2041	680,000	680,000		-	-		-	-	-
21	Garage & Maintenance Facility	2024-2028	12,990,000	7,469,300		5,520,700	974,200		4,546,500	3,409,875	1,136,625
22	Garage & Maintenance Facility	2029-2041	45,280,000	45,280,000		-	-		-	-	-
	Reserve Fund:										
23	Reserve Fund Adjustment						118,734		(118,734)	(89,051)	(29,684)
	Total		142,032,746	106,127,300	-	35,905,446	5,964,134	6,417,000	23,524,312	17,643,234	5,881,078



5.2.2 Airport

The City currently shares in the provision of land, facilities, linear infrastructure, vehicles and equipment related to the Barrie Airport. The City is responsible for 60% of the capital infrastructure. Currently, the City's share of the airport includes, 91,799 sq.m. of facility space, 3,407 linear meters of linear infrastructure (watermains and sanitary sewers), and 8.4 vehicles & equipment. This provides a service standard of \$127 per capita. Based on this service standard the City would be eligible to collect an additional \$6,075,450 from D.C.s for additional airport facilities, vehicles, and equipment over the 10-year period.

The Airport plans on extending and widening the runway as well as purchasing additional lands and construction of additional support services infrastructure. The total cost of these works is \$27 million. Of this total, \$10.8 million is deducted to account for the County and Oro-Medonte's share of the works and \$6,852,000 is deemed to benefit growth subsequent to the 10-year forecast period. An additional deduction of \$4,050,000 has been made to account for the benefit to existing development. Therefore, a growth-related cost of \$5,298,000 has been included in the current 10-year forecast period. After the 10% mandatory deduction, \$4,768,200 has been included in the D.C. calculation.

As the City has not included Airport Services in previous D.C. studies, there is no existing reserve fund adjustment required for the calculations.

The residential/non-residential allocation for airport services is based on the relationship between population and employment over the forecast period, resulting in an allocation of 75% to residential and 25% to non-residential.



Service Airport Facilities, Vehicles and Equipment

Watson & Associates Economists Ltd.
H:\barrie\2019 DC\Addendum\Report for Addendum.docx



5.2.3 Parking

With respect to parking services, the City provides 1,598 public parking spaces in various locations. Over the 10-year historical period, the City provided a service standard of 0.012 spaces per capita or \$182 per capita. In addition to the parking spaces, the City also provides a variety of parking equipment such as pay and display machines, signage, posts, and meters. In total the City currently has 1,173 items of parking equipment. Over the previous 10 years, the City provided a service standard of 0.007 items per capita. Combined, this level of investment in parking spaces and equipment provides the City with \$9,250,776 for eligible future D.C. funding over the 10-year forecast period.

The City has identified the need for additional parking spaces, signage/equipment and new parking technologies. These items have a total gross capital cost of \$1,971,300. A deduction of \$37,581 has been made to account for the benefit to existing development. In addition, existing debt for the GO platform has been included with a principal amount of \$532,945 and a discounted interest amount of \$18,968. An additional \$1,684,911 has been included in the D.C. calculation to account for the existing reserve fund deficit. After the 10% mandatory deduction, \$3,977,170 has been included in the D.C. calculation.

The growth-related costs for parking have been allocated 75% residential and 25% non-residential based on the incremental growth in population to employment, for the 10-year forecast period.



Infrastructure Costs Included in the Development Charges Calculation

City of Barrie
Service: Parking Services

Prj. No.	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Subtotal	Less: Other (e.g. 10% Statutory Deduction)	Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development			Total	Residential Share 75%	Non- Residential Share 25%
	2019-2028												
1	Provision for Additional Downtown Parking Spaces	2020-2028	1,038,600	-		1,038,600	-		1,038,600	103,860	934,740	701,055	233,685
2	Provision for Additional Growth- Related Signage / Equipment	2020-2028	132,700	-		132,700	-		132,700	13,270	119,430	89,573	29,858
3	Parking Technology (Mobile Payment App)	2020-2028	50,000	-		50,000	37,581		12,419	1,242	11,177	8,383	2,794
4	Parking Technology (License Plate Recognition Technology)	2020-2028	750,000	-		750,000	-		750,000	75,000	675,000	506,250	168,750
5	Existing Growth Related Debt Principal - GO Platform	2019-2023	532,945	-		532,945	-		532,945		532,945	399,709	133,236
6	Existing Growth Related Debt Interest (Discounted) - GO Platform	2019-2023	18,968	-		18,968	-		18,968		18,968	14,226	4,742
7	Reserve Fund Adjustment		1,684,911	-		1,684,911	-		1,684,911		1,684,911	1,263,683	421,228
	Total		4,208,124	-	-	4,208,124	37,581	-	4,170,542	193,372	3,977,170	2,982,878	994,293



5.2.4 Parks and Recreation

The City currently has 1,331 hectares of parkland within its jurisdiction. This parkland consists of various sized neighbourhood and community parks as well as waterfront parks. These parks consist of both active parkland, which includes amenities and trails, as well as natural and open space. The City has sustained the current level of service over the historical 10-year period (2009-2018), with an average of 9.1 hectares per 1,000 population. Including parkland, parkland amenities (e.g. ball diamonds, playground equipment, soccer fields, etc.), and park trails, the level of service provided is approximately \$866 per capita. When applied over the forecast period, this average level of service translates into a D.C.-eligible amount of \$41,369,537.

The City also provides a fleet related to parks and recreation consisting of 103 vehicles and equipment. This provides a current level of service of 0.7 items per 1,000 population equating to an investment of \$49 per capita. This level of service translates into a D.C.-eligible amount of \$2,351,155 over the 10-year forecast period.

The City currently owns and operates ten major indoor recreation facilities which include arenas, pools and community centre space. In addition, the City provides storage and indoor washroom and concession facilities at several locations. The inventory over the past 10 years provides an average standard of \$1,842 per capita. This provides the City with a D.C.-eligible amount of \$87,995,132 over the 10-year forecast period.

The total D.C.-eligible amount for Parks and Recreation is \$131,715,824.

Based on the projected growth, the City has identified \$283,808,628 in future growth capital costs for parks and recreation. These projects include, the development of additional parks including amenities and trails, additional indoor recreation space, as well as additional fleet to service the parks and facilities. In addition to these capital costs, existing debt principal and interest for Holly Recreation Centre has been included in the amount of \$963,743 for principal and discounted interest. Allocations for a post-period benefit of \$105,648,582 and benefit to existing development of \$42,653,100 have been made along with a deduction of \$6,019,720 to recognize the balance in the reserve fund. The net growth capital cost, after the mandatory 10% deduction is \$116,900,275. This amount has been included in the D.C. calculations.



Infrastructure Costs Included in the Development Charges Calculation

City of Barrie
Service: Parks & Recreation

Prj. No.	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Subtotal	Less: Other (e.g. 10% Statutory Deduction)	Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contribution s Attributable to New Development			Total	Residential Share	Non- Residential Share
	2019-2028											95%	5%
41	Skidsteer	2021	100,000	-		100,000	-		100,000	10,000	90,000	85,500	4,500
42	Stump Grinder	2023	85,000	-		85,000	-		85,000	8,500	76,500	72,675	3,825
43	Spider Lift (compact unit)	2025	60,000	-		60,000	-		60,000	6,000	54,000	51,300	2,700
44	Mid-sized Loader	2024	125,000	-		125,000	-		125,000	12,500	112,500	106,875	5,625
45	Trail Compactor Unit	2027	40,000	-		40,000	-		40,000	4,000	36,000	34,200	1,800
	Salem & Hewitt's Secondary Plan Area:												
46	Ice Resurfacers (4)	2023-2028	416,000	-		416,000	-		416,000	41,600	374,400	355,680	18,720
47	Provision for Additional Parks Vehicles	2019-2031	1,351,400	311,862		1,039,538	-		1,039,538	103,954	935,585	888,805	46,779
	RECREATION FACILITIES												
	Former Barrie:												
48	Allendale Replacement & Expansion	2026-2030	49,765,000	-		49,765,000	41,802,600		7,962,400	796,240	7,166,160	6,807,852	358,308
49	Provision for 70 Collier Expansion	2023-2025	996,000	-		996,000	697,200		298,800	29,880	268,920	255,474	13,446
	Salem & Hewitt's Secondary Plan Area:												
50	South East Facility - Hewitt's	2023-2031	98,275,000	18,672,250		79,602,750	-		79,602,750	7,960,275	71,642,475	68,060,351	3,582,124
51	South West Facility - Salem	2026-2028	72,020,000	68,419,000		3,601,000	-		3,601,000	360,100	3,240,900	3,078,855	162,045
52	Provision for 70 Collier Expansion	2023-2025	219,000.00	-		219,000	153,300		65,700	6,570	59,130	56,174	2,957
53	Recreational Facilities Sports Fields (2 Lit Ball Daimonds & Parks Development)	2025-2028	1,250,000	-		1,250,000	-		1,250,000	125,000	1,125,000	1,068,750	56,250
	Debt												
54	Existing Growth Related Debt Principal - Holly Recreation Centre	2019	933,598	-		933,598	-		933,598		933,598	886,918	46,680
55	Existing Growth Related Debt Interest - Holly Recreation Centre	2019	30,145	-		30,145	-		30,145		30,145	28,638	1,507
56	Reserve Fund Adjustment					-	6,019,720		(6,019,720)		(6,019,720)	(5,718,734)	(300,986)
	Total		284,772,371	105,648,582	-	179,123,789	48,672,820	-	130,450,969	13,550,695	116,900,275	111,055,261	5,845,014



5.2.6 Administration

The D.C.A. permits the inclusion of studies undertaken to facilitate the completion of the City's capital works program. The City has made provision for the inclusion of new studies undertaken to facilitate this D.C. process, as well as other studies which benefit growth (in whole or in part). With the introduction of Bill 108, it proposes that a number of services may become ineligible for inclusion in the D.C., therefore, this category is further broken down into two categories and the list of studies included for each is as follows:

Essential Services:

- Development Charge Studies;
- Fire Master Plan;
- Engineering Master Plan Updates; and
- Transit studies.

The cost of these studies, including the reserve fund deficit of \$3,956,670 is \$16,571,270, of which \$454,500 is attributable to existing benefit. A further deduction has been made in the amount of \$3,400,000 to account for the benefit to growth beyond the forecast period. \$100,00 has been deducted to account for the portion of the waste management study related to landfill. The net growth-related capital cost, after the mandatory 10% deduction and the application of the existing reserve balance, is \$12,011,103. This amount has been included in the D.C. calculations.

Community Based Services:

- Annexation Studies;
- Library Feasibility Study;
- Parks & Recreation Master Plan;
- Social Housing Market Value Analysis and Development Plan; and
- Official Plan and other planning studies.

The gross cost of these studies included in the D.C. calculation is \$4,906,800. A deduction of \$1,913,900 has been made to account for the benefit to existing growth and \$150,000 is deducted for the benefit to growth beyond the forecast period. The net growth-related capital cost, after the mandatory 10% deduction is \$2,558,610 and is being included in the D.C. These costs have been allocated 75% residential and 25% non-residential based on the incremental growth in population to employment for the 10-year forecast period.



Infrastructure Costs Included in the Development Charges Calculation

City of Barrie
Service Administration Studies - Essential Services

Prj. No.	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Subtotal	Less:	Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development		Other (e.g. 10% Statutory Deduction)	Total	Residential Share 75%	Non-Residential Share 25%
	2019-2028												
	Fire												
1	Fire Underwriters Survey	2020	34,600	-		34,600	-		34,600		34,600	25,950	8,650
2	Fire Master Plan	2024	75,000	-		75,000	-		75,000		75,000	56,250	18,750
	Master Plan Updates												
3	Master Plan Updates (Water, Wastewater, Stormwater & Transportation)	2019	3,000,000	-		3,000,000	-		3,000,000		3,000,000	2,250,000	750,000
4	Master Plan Updates (Water, Wastewater, Stormwater & Transportation)	2024	3,000,000	-		3,000,000	-		3,000,000		3,000,000	2,250,000	750,000
5	Master Plan Updates (Water, Wastewater, Stormwater & Transportation)	2029	3,000,000	3,000,000		-	-		-		-	-	-
	Other												
6	Development Charges Background Study	2019	150,000	-		150,000	-		150,000	15,000	135,000	101,250	33,750
7	Development Charges Background Study	2023	150,000	-		150,000	-		150,000	15,000	135,000	101,250	33,750
8	Development Charges Background Study	2028	150,000	-		150,000	-		150,000	15,000	135,000	101,250	33,750
9	Stormwater Asset Management Plan	2019	130,000	-		130,000	117,000		13,000		13,000	9,750	3,250
10	Wastewater Asset Management Plan	2019-2020	375,000	-		375,000	337,500		37,500		37,500	28,125	9,375
11	000018 - Long Range Waste Management Plan - Sustainable Waste Management Strategy	2021	250,000	-	100,000	150,000	-		150,000	15,000	135,000	101,250	33,750
12	Studies for Future Diversion Disposal Options	2020	1,500,000	-		1,500,000	-		1,500,000	150,000	1,350,000	1,012,500	337,500
13	Transit Study	2022	200,000	-		200,000	-		200,000		200,000	150,000	50,000
14	Transit Study	2027	200,000	-		200,000	-		200,000		200,000	150,000	50,000
15	Transit Study	2032	200,000	200,000		-	-		-		-	-	-
16	Transit Study	2037	200,000	200,000		-	-		-		-	-	-
17	Reserve Fund Adjustment		3,956,670	-		3,956,670	-		3,956,670	395,667	3,561,003	2,670,752	890,251
	Total		16,571,270	3,400,000	100,000	13,071,270	454,500	-	12,616,770	605,667	12,011,103	9,008,327	3,002,776



Infrastructure Costs Included in the Development Charges Calculation

City of Barrie

Service: Administration Studies - Community Based Services

Prj. No.	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Subtotal	Less:	Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development		Other (e.g. 10% Statutory Deduction)	Total	Residential Share	Non-Residential Share
	2019-2028											75%	25%
	Library												
1	Library Feasibility Study	2020	50,000	-		50,000	-		50,000	5,000	45,000	33,750	11,250
2	Library Master Plan	2025	50,000	-		50,000	-		50,000	5,000	45,000	33,750	11,250
	Workflow Analysis Study	2026	50,000	-		50,000	25,000		25,000	2,500	22,500	16,875	5,625
	Parks and Recreation												
3	Parks & Recreation Master Plan	2022-2023	378,700	-		378,700	94,675		284,025	28,403	255,623	191,717	63,906
4	Parks & Recreation Master Plan	2027-2028	378,700	-		378,700	94,675		284,025	28,403	255,623	191,717	63,906
5	Conceptual/Feasibility Studies	2019-2028	600,000	-		600,000	150,000		450,000	45,000	405,000	303,750	101,250
	Other												
6	Facilities Condition Assessments	2021	849,700	-		849,700	637,275		212,425	21,243	191,183	143,387	47,796
7	Facilities Condition Assessments	2026	849,700	-		849,700	637,275		212,425	21,243	191,183	143,387	47,796
8	City Master Space Plan Update	2022	100,000	-		100,000	-		100,000	10,000	90,000	67,500	22,500
9	Fiscal Impact Assessment	2023	150,000	-		150,000	-		150,000	15,000	135,000	101,250	33,750
10	Fiscal Impact Assessment	2028	150,000	-		150,000	-		150,000	15,000	135,000	101,250	33,750
11	Official Plan Update	2024-2028	500,000	-		500,000	-		500,000	50,000	450,000	337,500	112,500
12	Growth Related Planning Studies	2019-2028	250,000	-		250,000	-		250,000	25,000	225,000	168,750	56,250
13	Updated Waterfront/Downtown Parking Study	2019	100,000	-		100,000	50,000		50,000	5,000	45,000	33,750	11,250
14	Parking Strategy Update	2019	150,000	-		150,000	112,500		37,500	3,750	33,750	25,313	8,438
15	Parking Strategy Update	2024	150,000	-		150,000	112,500		37,500	3,750	33,750	25,313	8,438
16	Parking Strategy Update	2029	150,000	150,000		-	-		-	-	-	-	-
	Total		4,906,800	150,000	-	4,756,800	1,913,900	-	2,842,900	284,290	2,558,610	1,918,958	639,653



provide active transportation alternatives, additional sidewalks, boulevard pathways and cycling facilities. The total cost of these projects is \$1.805 billion. Of this total \$492.113 million is attributable to existing development. A deduction for benefit to growth beyond the 23-year forecast period of \$70,000,000 has been made. Financing costs have also been included for the following projects: Big Bay Point Road R.O.W. Expansion, Harvie Road and Big Bay Point Road New Crossing, and Lockhart Road R.O.W. Expansions. The total amount included in the D.C. calculations is \$4,389,563 with an assumed 15-year term at a rate of 4%. With a deduction made to account for the D.C. reserve fund balance of \$48.36 million, the total net growth-related cost of \$1,199,760,113 has been included in the D.C. calculations.

These costs have been allocated 71% residential and 29% non-residential based on the incremental growth in population to employment for the 23-year forecast period.



Infrastructure Costs Included in the Development Charges Calculation

City of Barrie

Service: Services Related to a Highway

Prj. No.	Increased Service Needs Attributable to Anticipated Development	Length (m)	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 71%	Non-Residential Share 29%
	2019-2041											
	ROADS											
	Former Barrie											
	New Roads:											
1	1101 - Anne-Baldwin Connector: Adelaide Street to Innisfil Street	73	2024-2041	1,980,000	-		1,980,000	693,000		1,287,000	913,770	373,230
2	1102 - Bryne Drive: Existing North Cul-de-Sac - Existing South Cul-de-sac	1598	2019-2023	36,100,000	-		36,100,000	12,635,000		23,465,000	16,660,150	6,804,850
3	1103 - Big Bay Point Road: Bryne Drive - 150m west of Bayview Drive	767	2019-2023	65,020,000	-		65,020,000	22,757,000		42,263,000	30,006,730	12,256,270
4	1104 - Harvie Road: 250m west of Bryne Drive - Bryne Drive	515	2019-2023	4,570,000	-		4,570,000	1,599,500		2,970,500	2,109,055	861,445
5	1105 - Welham Road: South Cul-de-sac - Lockhart Road	745	2019-2023	4,800,000	-		4,800,000	1,680,000		3,120,000	2,215,200	904,800
	Interchanges:				-							
6	1128 - Dunlop Southbound On Ramp		2024-2041	6,150,000	-		6,150,000	2,152,500		3,997,500	2,838,225	1,159,275
7	1129 - Essa Interchange Northbound On Ramp		2024-2041	14,200,000	-		14,200,000	4,970,000		9,230,000	6,553,300	2,676,700
8	2128 - McKay Interchange		2019-2023	64,700,000	-		64,700,000	9,705,000		54,995,000	39,046,450	15,948,550
9	3000 - Mapleview D.D.I.		2024-2041	8,000,000	-		8,000,000	2,800,000		5,200,000	3,692,000	1,508,000
	Roundabouts:				-							
10	3001 - Ross Street Roundabout - Interim		2019-2023	2,940,000	-		2,940,000	1,029,000		1,911,000	1,356,810	554,190
11	3002 - Ross Street Roundabout - Ultimate		2024-2041	3,290,000	-		3,290,000	1,151,500		2,138,500	1,518,335	620,165
	Roads Widened:				-							
12	1201 - Georgian Drive: Duckworth Street - Johnson Street	1741	2024-2041	25,810,000	-		25,810,000	9,033,500		16,776,500	11,911,315	4,865,185
13	1204 - Bayfield Street: Cundles Road East - Sophia Street	1703	2024-2041	46,300,000	-		46,300,000	16,205,000		30,095,000	21,367,450	8,727,550
14	1206 - Dunlop Street West: Ferndale Drive North - Tiffin Street	1509	2024-2041	16,810,000	-		16,810,000	5,883,500		10,926,500	7,757,815	3,168,685
15	1207 - Dunlop Street West: Anne Street - Cedar Pointe Drive	1655	2024-2041	39,560,000	-		39,560,000	13,846,000		25,714,000	18,256,940	7,457,060
16	1208 - Essa Road: Fairview Road - Highway 400 N-E/W Ramp	349	2019-2023	18,240,000	-		18,240,000	6,384,000		11,856,000	8,417,760	3,438,240
17	1209 - Burton Avenue: Essa Road - Milburn Street	905	2024-2041	12,630,000	-		12,630,000	4,420,500		8,209,500	5,828,745	2,380,755
18	1211 - Harvie Road: 250m west of Bryne Drive - Veterans Drive	709	2019-2023	11,060,000	-		11,060,000	3,871,000		7,189,000	5,104,190	2,084,810
19	1212 - Big Bay Point Road: 150m west of Bayview Drive - Huronia Road	1405	2019-2023	18,690,000	-		18,690,000	6,541,500		12,148,500	8,625,435	3,523,065
20	1213 - Mapleview Drive: Huronia Road - Country Lane	775	2019-2023	16,540,000	-		16,540,000	5,789,000		10,751,000	7,633,210	3,117,790
21	1215 - Mapleview Drive: Country Lane - Yonge Street (Phase 1)	2143	2019-2023	28,150,000	-		28,150,000	9,852,500		18,297,500	12,991,225	5,306,275
22	1215 - Mapleview Drive: Country Lane - Yonge Street (Phase 2)	2143	2024-2041	20,110,000	-		20,110,000	7,038,500		13,071,500	9,280,765	3,790,735



Infrastructure Costs Included in the Development Charges Calculation

City of Barrie

Service: Services Related to a Highway

Prj. No.	Increased Service Needs Attributable to Anticipated Development	Length (m)	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
	2019-2041										71%	29%
23	1216 - Essa Road: Osmington Entrance - Fairview Road	277	2019-2023	7,420,000	-		7,420,000	2,597,000		4,823,000	3,424,330	1,398,670
24	1217 - Essa Road: Highway 400 N-E/W Ramp - Ardagh Road/Bryne Drive	298	2019-2023	4,440,000	-		4,440,000	1,554,000		2,886,000	2,049,060	836,940
25	1219 - Bryne Drive: Mapleview Drive - Northern Commerce Park Drive	326	2019-2023	6,900,000	-		6,900,000	2,415,000		4,485,000	3,184,350	1,300,650
26	1220 - St. Vincent: Sperling - Bell Farm	455	2024-2041	37,810,000	-		37,810,000	13,233,500		24,576,500	17,449,315	7,127,185
27	1221 - Tiffin Street: Lakeshore - Ferndale Drive	2147	2024-2041	44,590,000	-		44,590,000	15,606,500		28,983,500	20,578,285	8,405,215
28	1222 - Lakeshore/Hurst: Tiffin - Bay Lane	3968	2024-2041	16,950,000	-		16,950,000	5,932,500		11,017,500	7,822,425	3,195,075
29	1223 - Huronia Road: Herrell Avenue - Big Bay Point Road	631	2024-2041	8,470,000	-		8,470,000	2,964,500		5,505,500	3,908,905	1,596,595
30	1225 - Commerce Park Drive: Bryne Drive - 140m West of Bryne Drive	138	2024-2041	1,650,000	-		1,650,000	577,500		1,072,500	761,475	311,025
31	1508 - Cundles Road East: Livingstone Street East - St. Vincent Street	452	2024-2041	7,740,000	-		7,740,000	2,709,000		5,031,000	3,572,010	1,458,990
32	1538 - Fairview Road: Big Bay Point Road - Little Avenue	1356	2024-2041	16,490,000	-		16,490,000	5,771,500		10,718,500	7,610,135	3,108,365
33	1549 - Dunlop Street West: Cedar Pointe Drive - Ferndale Drive	565	2024-2041	9,790,000	-		9,790,000	3,426,500		6,363,500	4,518,085	1,845,415
34	1577 - St. Vincent: Bell Farm Road - Grove Street	440	2024-2041	6,830,000	-		6,830,000	2,390,500		4,439,500	3,152,045	1,287,455
35	1593 - Essa Road: Burton Avenue - Bradford Street	225	2019-2023	4,950,000	-		4,950,000	1,732,500		3,217,500	2,284,425	933,075
36	1596 - Essa Road: Anne Street South - Burton Avenue	564	2019-2023	10,050,000	-		10,050,000	3,517,500		6,532,500	4,638,075	1,894,425
37	1613 - Ferndale Drive: Benson Drive - City Northwest Limits	563	2019-2023	1,820,000	-		1,820,000	637,000		1,183,000	839,930	343,070
38	1708 - St. Vincent: Wellington Street - Penetang Street	180	2024-2041	2,260,000	-		2,260,000	791,000		1,469,000	1,042,990	426,010
39	1719 - Eccles Street South: Dunlop Street West - Perry Street	127	2024-2041	1,770,000	-		1,770,000	619,500		1,150,500	816,855	333,645
40	1720 - Perry Street: Eccles Street South - Innisfil Street	79	2024-2041	790,000	-		790,000	276,500		513,500	364,585	148,915
41	1721 - Innisfil Street: Tiffin Street - Perry Street	1262	2024-2041	21,810,000	-		21,810,000	7,633,500		14,176,500	10,065,315	4,111,185
42	1724 - Sunnidale Road: Wellington Street - Shirley Avenue		2019-2023	4,530,000	-		4,530,000	1,585,500		2,944,500	2,090,595	853,905
43	1726 - Anne Street North: Sunnidale Road - Barrie City Limits	936	2024-2041	9,110,000	-		9,110,000	3,188,500		5,921,500	4,204,265	1,717,235
44	1730 - Sproule Drive: West cul-de-sac - Ferndale Drive	233	2024-2041	2,980,000	-		2,980,000	1,043,000		1,937,000	1,375,270	561,730
45	1731 - Collier Street: Mulcaster Street - Poyntz Street	187	2024-2041	1,890,000	-		1,890,000	661,500		1,228,500	872,235	356,265
46	1301 - Bayview Drive: Little Avenue - Big Bay Point Road	1391	2019-2023	18,290,000	-		18,290,000	6,401,500		11,888,500	8,440,835	3,447,665
47	1302 - Big Bay Point Road: Loon Avenue - Dean Avenue	728	2024-2041	19,940,000	-		19,940,000	6,979,000		12,961,000	9,202,310	3,758,690



Infrastructure Costs Included in the Development Charges Calculation

City of Barrie

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Prj. No.	Increased Service Needs Attributable to Anticipated Development	Length (m)	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
	2019-2041									71%	29%	
48	1303 - Wellington Street West: Bayfield Street - Sunnidale Road	574	2024-2041	6,940,000	-		6,940,000	2,429,000		4,511,000	3,202,810	1,308,190
49	1304 - Anne Street North: Dunlop Street West - Wellington Street	227	2019-2023	3,910,000	-		3,910,000	1,368,500		2,541,500	1,804,465	737,035
50	1305 - Anne Street South: Jacob Terrace - Essa Road	488	2024-2041	6,400,000	-		6,400,000	2,240,000		4,160,000	2,953,600	1,206,400
51	1306 - Anne Street South: Essa Road - Adelaide Street	118	2024-2041	1,140,000	-		1,140,000	399,000		741,000	526,110	214,890
52	1307 - Baldwin Lane: Innisfil Street - Bayview Drive	608	2024-2041	6,430,000	-		6,430,000	2,250,500		4,179,500	2,967,445	1,212,055
53	1308 - Huronia Road: Yonge Street - Herrell Avenue	1309	2019-2023	16,460,000	-		16,460,000	5,761,000		10,699,000	7,596,290	3,102,710
54	1311 - Little Avenue: Yonge Street - Hurst Drive	586	2024-2041	5,830,000	-		5,830,000	2,040,500		3,789,500	2,690,545	1,098,955
55	1312 - Bryne Drive: South of Essa Road - North Cul-de-sac	344	2019-2023	4,420,000	-		4,420,000	1,547,000		2,873,000	2,039,830	833,170
56	1313 - Bryne Drive: South Cul-de-sac - North of Caplan Avenue	148	2019-2023	1,900,000	-		1,900,000	665,000		1,235,000	876,850	358,150
57	1315 - Innisfil Street: Tiffin Street - Essa Road	379	2024-2041	5,080,000	-		5,080,000	1,778,000		3,302,000	2,344,420	957,580
58	1316 - Blake Street: Collier Street - Johnson Street	1787	2024-2041	15,700,000	-		15,700,000	5,495,000		10,205,000	7,245,550	2,959,450
59	1317 - Essa Road: Anne Street South - Osmington Entrance	237	2019-2023	4,350,000	-		4,350,000	1,522,500		2,827,500	2,007,525	819,975
60	1318 - Essa Road: Dunn Street - Coughlin Avenue	1793	2019-2023	20,230,000	-		20,230,000	7,080,500		13,149,500	9,336,145	3,813,355
61	1320 - Fairview Road: Essa Road - Little Avenue	597	2024-2041	6,910,000	-		6,910,000	2,418,500		4,491,500	3,188,965	1,302,535
62	1321 - Harvie Road: Veterans Drive - Essa Road	328	2019-2023	4,120,000	-		4,120,000	1,442,000		2,678,000	1,901,380	776,620
63	1323 - Tiffin Street: Ferndale Drive - Dunlop Street West	1459	2024-2041	16,570,000	-		16,570,000	5,799,500		10,770,500	7,647,055	3,123,445
64	1325 - Minet's Point Road: Lakeshore Drive/Hurst Drive - Yonge Street	329	2024-2041	6,070,000	-		6,070,000	2,124,500		3,945,500	2,801,305	1,144,195
65	1326 - Welham Road: Big Bay Point Road - Mapleview Drive East	1468	2024-2041	12,800,000	-		12,800,000	4,480,000		8,320,000	5,907,200	2,412,800
66	1327 - Welham Road: Mapleview Drive East - South Cul-de-sac	731	2024-2041	5,750,000	-		5,750,000	2,012,500		3,737,500	2,653,625	1,083,875
67	1329 - Collier Street: Poyntz Street - Blake Street	518	2024-2041	4,460,000	-		4,460,000	1,561,000		2,899,000	2,058,290	840,710
68	1371 - Bayview Drive: Burton Avenue - Springhome Road	484	2024-2041	5,200,000	-		5,200,000	1,820,000		3,380,000	2,399,800	980,200
69	1372 - Anne Street North: Wellington Street - Edgehill Drive	356	2024-2041	20,200,000	-		20,200,000	7,070,000		13,130,000	9,322,300	3,807,700
70	1373 - Bayview Drive: Salem Road - Mapleview Drive East	1345	2024-2041	11,840,000	-		11,840,000	4,144,000		7,696,000	5,464,160	2,231,840
71	1374 - Huronia Road: Big Bay Point Road - Lockhart Road (Phase 1)	2770	2024-2041	26,220,000	-		26,220,000	9,177,000		17,043,000	12,100,530	4,942,470
72	1374 - Huronia Road: Big Bay Point Road - Lockhart Road (Phase 2)	2770	2024-2041	18,730,000	-		18,730,000	6,555,500		12,174,500	8,643,895	3,530,605
73	1375 - Bayview Drive: Springhome Road - Little Avenue	726	2024-2041	5,470,000	-		5,470,000	1,914,500		3,555,500	2,524,405	1,031,095
74	1376 - Welham Road, Truman, Hamilton: Huronia - Big Bay Point Road	1467	2024-2041	11,840,000	-		11,840,000	4,144,000		7,696,000	5,464,160	2,231,840



Infrastructure Costs Included in the Development Charges Calculation

City of Barrie

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								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
	2019-2041										71%	29%
75	1378 - Ardagh Road: Patterson - Essa	631	2024-2041	8,560,000	-		8,560,000	2,996,000		5,564,000	3,950,440	1,613,560
76	1379 - Bradford: Dunlop Street West - Tiffin Street	1639	2024-2041	33,780,000	-		33,780,000	11,823,000		21,957,000	15,589,470	6,367,530
77	1380 - Little Avenue: Fairview Road - Yonge	2577	2024-2041	30,410,000	-		30,410,000	10,643,500		19,766,500	14,034,215	5,732,285
79	1945 - Hurst Drive: Bay Lane - Cox Mill Road	813	2024-2041	900,000	-		900,000	315,000		585,000	415,350	169,650
80	1401 - Penetanguishene Road: Steel Street - Barrie City Limits	1749	2024-2041	13,600,000	-		13,600,000	4,760,000		8,840,000	6,276,400	2,563,600
78	1402 - Bell Farm Road: St. Vincent Street - West of Duckworth Street	738	2019-2023	5,970,000	-		5,970,000	2,089,500		3,880,500	2,755,155	1,125,345
80	1403 - Miller Drive: Dunlop Street West - Edgehill Drive	1330	2024-2041	11,540,000	-		11,540,000	4,039,000		7,501,000	5,325,710	2,175,290
81	1404 - Hart Drive - Dunlop Street West - Vespra Street	838	2024-2041	8,790,000	-		8,790,000	3,076,500		5,713,500	4,056,585	1,656,915
82	1405 - Dymont Road: Vespra Street - Tiffin Street	682	2024-2041	6,660,000	-		6,660,000	2,331,000		4,329,000	3,073,590	1,255,410
83	1407 - Churchill Drive: Bayview Drive - Welham Road	701	2024-2041	4,800,000	-		4,800,000	1,680,000		3,120,000	2,215,200	904,800
84	1409 - Saunders Road: Bayview Drive - Huronia Road	1376	2024-2041	9,890,000	-		9,890,000	3,461,500		6,428,500	4,564,235	1,864,265
	Streetscape Improvements in Primary Intensification Corridors				-							
85	4001 - Dunlop Street: Anne Street - High Street	1500	2024-2041	4,460,000	-		4,460,000	1,561,000		2,899,000	2,058,290	840,710
86	4003 - Burton Avenue: Essa Road - Garden Drive	1500	2024-2041	1,770,000	-		1,770,000	619,500		1,150,500	816,855	333,645
87	4004 - Yonge Street: Garden Drive - Mapleview Drive East	4500	2024-2041	13,390,000	-		13,390,000	4,686,500		8,703,500	6,179,485	2,524,015
88	4005 - Bayfield Street: Rose Street - Simcoe Street	1400	2024-2041	1,620,000	-		1,620,000	567,000		1,053,000	747,630	305,370
89	4006 - Duckworth Street: Bell Farm Road - Codrington Street	1500	2024-2041	4,460,000	-		4,460,000	1,561,000		2,899,000	2,058,290	840,710
90	4007 - Codrington Street: Duckworth Street - Berczy Street	750	2024-2041	2,230,000	-		2,230,000	780,500		1,449,500	1,029,145	420,355
	Secondary Plan Area:				-							
	New Roads:				-							
91	2101 - Salem Road: East of Highway 400 - West of Highway 400		2024-2041	32,350,000	-		32,350,000	4,852,500		27,497,500	19,523,225	7,974,275
92	2127 - McKay Road - 630m west of Collector 4 - County Road 27/Essa Road	890	2024-2041	13,830,000	-		13,830,000	2,074,500		11,755,500	8,346,405	3,409,095
	Roads Widened:				-							
93	2201 - Big Bay Point Road: Prince William Way - 230m west Collector 11	829	2024-2041	7,330,000	-		7,330,000	1,099,500		6,230,500	4,423,655	1,806,845
94	2202 - Mapleview Drive: Yonge Street - Prince William Way	1393	2019-2023	55,150,000	-		55,150,000	8,272,500		46,877,500	33,283,025	13,594,475
95	2203 - Lockhart Road: Bayview Drive - Yonge Street (Phase 1)	4434	2019-2023	86,740,000	-		86,740,000	13,011,000		73,729,000	52,347,590	21,381,410
96	2203 - Lockhart Road: Bayview Drive - Yonge Street (Phase 2)	4434	2024-2041	29,610,000	-		29,610,000	4,441,500		25,168,500	17,869,635	7,298,865



Infrastructure Costs Included in the Development Charges Calculation

City of Barrie

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								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
	2019-2041									71%	29%	
97	2204 - McKay Road West: West Boundary of Interchange - Reid Drive (Phase 1)	1103	2019-2023	8,810,000	-		8,810,000	1,321,500		7,488,500	5,316,835	2,171,665
98	2204 - McKay Road West: West Boundary of Interchange - Reid Drive (Phase 2)	1103	2024-2041	6,290,000	-		6,290,000	943,500		5,346,500	3,796,015	1,550,485
99	2205 - McKay Road East: East Boundary of Interchange - Huronia Road (Phase 1)	2102	2019-2023	18,090,000	-		18,090,000	2,713,500		15,376,500	10,917,315	4,459,185
100	2205 - McKay Road East: East Boundary of Interchange - Huronia Road (Phase 2)	2102	2024-2041	12,920,000	-		12,920,000	1,938,000		10,982,000	7,797,220	3,184,780
101	2206 - Veterans Drive: Salem Road - 540m South of Salem Road	543	2019-2023	5,560,000	-		5,560,000	834,000		4,726,000	3,355,460	1,370,540
102	2207 - Veterans Drive: 540m south of Salem Road - McKay Road West	886	2019-2023	11,220,000	-		11,220,000	1,683,000		9,537,000	6,771,270	2,765,730
103	2208 - Yonge Street: Maplevue Drive East - Madelaine Drive	686	2019-2023	6,660,000	-		6,660,000	999,000		5,661,000	4,019,310	1,641,690
104	2209 - Lockhart Road: Yonge Street - Prince William Way	1400	2024-2041	30,040,000	-		30,040,000	4,506,000		25,534,000	18,129,140	7,404,860
105	2212 - Yonge Street: Madelaine Drive - Lockhart Road	662	2019-2023	5,360,000	-		5,360,000	804,000		4,556,000	3,234,760	1,321,240
106	2214 - Lockhart Road: East of Highway 400 - Bayview Drive	519	2024-2041	5,160,000	-		5,160,000	774,000		4,386,000	3,114,060	1,271,940
107	2215 - Salem Road: West of Highway 400 - Veterans Drive	866	2024-2041	9,330,000	-		9,330,000	1,399,500		7,930,500	5,630,655	2,299,845
	Roads Widened				-							
108	2301 - Big Bay Point Road: 230m west of Collector 11 - 200m East of Collector 11	620	2019-2023	5,610,000	-		5,610,000	841,500		4,768,500	3,385,635	1,382,865
109	2302 - Maplevue Drive: Prince William Way - 300M West of 20th Sideroad	1505	2019-2023	14,270,000	-		14,270,000	2,140,500		12,129,500	8,611,945	3,517,555
110	2303 - Salem Road: Veterans Drive - County Road 27	3067	2024-2041	32,350,000	-		32,350,000	4,852,500		27,497,500	19,523,225	7,974,275
111	2305 - Lockhart Road: Prince William Way - 160m east of Collector 11	620	2024-2041	5,530,000	-		5,530,000	829,500		4,700,500	3,337,355	1,363,145
112	2306 - McKay Road: Reid Drive - 190m east of Collector 4	781	2024-2041	8,200,000	-		8,200,000	1,230,000		6,970,000	4,948,700	2,021,300
113	2307 - Essa Road: Former City Limits - C.R. 27	2203	2019-2023	21,490,000	-		21,490,000	3,223,500		18,266,500	12,969,215	5,297,285
114	2308 - Huronia Road: Lockhart Road - Barrie City Limits (Phase 1)	2059	2019-2023	19,470,000	-		19,470,000	2,920,500		16,549,500	11,750,145	4,799,355
115	2308 - Huronia Road: Lockhart Road - Barrie City Limits (Phase 2)	2059	2024-2041	13,910,000	-		13,910,000	2,086,500		11,823,500	8,394,685	3,428,815
116	2309 - McKay Road: 190m east of Collector 4 - 290m west of Collector 4	485	2024-2041	4,600,000	-		4,600,000	690,000		3,910,000	2,776,100	1,133,900
117	2310 - McKay Road: 290m west of Collector 4 - 630 m west of Collector 4	337	2024-2041	3,360,000	-		3,360,000	504,000		2,856,000	2,027,760	828,240



Infrastructure Costs Included in the Development Charges Calculation

City of Barrie

Service: Services Related to a Highway

Prj. No.	Increased Service Needs Attributable to Anticipated Development	Length (m)	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 71%	Non-Residential Share 29%
	2019-2041											
118	2312 - Veterans Drive: McKay Road West - Barrie City Limits	629	2019-2023	7,080,000	-		7,080,000	1,062,000		6,018,000	4,272,780	1,745,220
	Roads Reconstructed to Urban Standard (No Additional Vehicle Lanes)				-							
118	3003 - 20th Side Road: Big Bay Point Road - Lockhart Road	2765	2024-2041	15,340,000	-		15,340,000	2,301,000		13,039,000	9,257,690	3,781,310
119	3004 - Big Bay Point Road: 200m east of Collector 11 - 20th Sideroad	627	2024-2041	3,400,000	-		3,400,000	510,000		2,890,000	2,051,900	838,100
120	3005 - Mapleview Drive East: 300m wes of 20th Sideroad - 20th Sideroad	300	2019-2023	1,570,000	-		1,570,000	235,500		1,334,500	947,495	387,005
121	3006 - Lockhart Road: 160m east of Collector 11 - 20th Sideroad	1062	2024-2041	5,750,000	-		5,750,000	862,500		4,887,500	3,470,125	1,417,375
	ACTIVE TRANSPORTATION				-		-	-		-	-	-
	Cycling Facilities - Former Barrie				-		-	-		-	-	-
122	Signed Routes		2019-2023	28,000	-		28,000	9,800		18,200	12,922	5,278
123	Signed Routes		2024-2031	600	-		600	210		390	277	113
124	Urban Shoulders		2019-2023	10,100	-		10,100	3,535		6,565	4,661	1,904
125	Bike Lanes		2019-2023	850,000	-		850,000	297,500		552,500	392,275	160,225
126	Bike Lanes		2024-2031	1,763,000	-		1,763,000	617,050		1,145,950	813,625	332,326
127	Bike Lanes		2032-2041	30,000	-		30,000	10,500		19,500	13,845	5,655
128	Buffered Bike Lanes		2019-2023	1,049,000	-		1,049,000	367,150		681,850	484,114	197,737
129	Buffered Bike Lanes		2024-2031	1,831,000	-		1,831,000	640,850		1,190,150	845,007	345,144
130	Buffered Bike Lanes		2032-2041	162,000	-		162,000	56,700		105,300	74,763	30,537
131	Cycle Tracks		2019-2023	854,000	-		854,000	298,900		555,100	394,121	160,979
132	Cycle Tracks		2024-2031	1,396,000	-		1,396,000	488,600		907,400	644,254	263,146
133	Cycle Tracks		2032-2041	11,155,000	-		11,155,000	3,904,250		7,250,750	5,148,033	2,102,718
	Multi-Use Facilities - Former Barrie				-							
134	In-Boulevard Pathway		2019-2023	2,781,000	-		2,781,000	973,350		1,807,650	1,283,432	524,219
135	In-Boulevard Pathway		2024-2031	8,768,000	-		8,768,000	3,068,800		5,699,200	4,046,432	1,652,768
136	In-Boulevard Pathway		2032-2041	3,352,000	-		3,352,000	1,173,200		2,178,800	1,546,948	631,852
	Trails - Former Barrie				-							
137	Off-Road Trails		2019-2023	423,000	-		423,000	63,450		359,550	255,281	104,270
138	Off-Road Trails		2024-2031	5,476,000	-		5,476,000	821,400		4,654,600	3,304,766	1,349,834
139	Off-Road Trails		2032-2041	3,232,000	-		3,232,000	484,800		2,747,200	1,950,512	796,688
140	Hiking Trails		2019-2023	87,330	-		87,330	13,100		74,231	52,704	21,527
141	Hiking Trails		2024-2031	145,000	-		145,000	21,750		123,250	87,508	35,743
142	Hiking Trails		2032-2041	295,000	-		295,000	44,250		250,750	178,033	72,718
	Sidewalks - Former Barrie				-							
143	Sidewalks		2019-2023	8,595,000	-		8,595,000	429,750		8,165,250	5,797,328	2,367,923



Infrastructure Costs Included in the Development Charges Calculation

City of Barrie

Service: Services Related to a Highway

Prj. No.	Increased Service Needs Attributable to Anticipated Development	Length (m)	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
	2019-2041										71%	29%
144	Sidewalks		2024-2031	16,415,000	-		16,415,000	820,750		15,594,250	11,071,918	4,522,333
145	Sidewalks		2032-2041	24,197,000	-		24,197,000	1,209,850		22,987,150	16,320,877	6,666,274
	Cycling Facilities - Secondary Plan Area				-							
146	Signed Routes		2019-2023	2,000	-		2,000	300		1,700	1,207	493
147	Signed Routes		2024-2031	800	-		800	120		680	483	197
148	Signed Routes		2032-2041	700	-		700	105		595	422	173
149	Buffered Bike Lanes		2019-2023	35,000	-		35,000	5,250		29,750	21,123	8,628
150	Buffered Bike Lanes		2032-2041	384,000	-		384,000	57,600		326,400	231,744	94,656
151	Cycle Tracks		2019-2023	7,263,000	-		7,263,000	1,089,450		6,173,550	4,383,221	1,790,330
152	Cycle Tracks		2024-2031	5,164,000	-		5,164,000	774,600		4,389,400	3,116,474	1,272,926
153	Cycle Tracks		2032-2041	9,439,000	-		9,439,000	1,415,850		8,023,150	5,696,437	2,326,714
	Multi-Use Facilities - Secondary Plan Area				-							
154	In-Boulevard Pathways		2019-2023	2,509,000	-		2,509,000	376,350		2,132,650	1,514,182	618,469
155	In-Boulevard Pathways		2024-2031	343,000	-		343,000	51,450		291,550	207,001	84,550
156	In-Boulevard Pathways		2032-2041	2,119,000	-		2,119,000	317,850		1,801,150	1,278,817	522,334
	Trails - Secondary Plan Area				-							
157	Off-Road Trails		2024-2031	4,238,000	-		4,238,000	211,900		4,026,100	2,858,531	1,167,569
158	Off-Road Trails		2032-2041	5,951,000	-		5,951,000	297,550		5,653,450	4,013,950	1,639,501
159	Hiking Trails		2024-2031	246,000	-		246,000	12,300		233,700	165,927	67,773
	Sidewalks - Secondary Plan Area				-							
160	Sidewalks		2032-2041	1,468,000	-		1,468,000	73,400		1,394,600	990,166	404,434
	Other Active Transportation Facilities				-							
161	Trail Bridges		2019-2023	129,000	-		129,000	45,150		83,850	59,534	24,317
162	Trail Bridges		2024-2031	2,459,000	-		2,459,000	860,650		1,598,350	1,134,829	463,522
163	Trail Bridges		2032-2041	1,812,000	-		1,812,000	634,200		1,177,800	836,238	341,562
164	Trail Underpass		2019-2023	809,000	-		809,000	283,150		525,850	373,354	152,497
165	Trail Underpass		2024-2031	1,618,000	-		1,618,000	566,300		1,051,700	746,707	304,993
166	Trail Underpass		2032-2041	809,000	-		809,000	283,150		525,850	373,354	152,497
167	Outreach Programs		2019-2041	1,100,000	-		1,100,000	385,000		715,000	507,650	207,350
168	Bus Stops		2019-2023	1,870,000	-		1,870,000	654,500		1,215,500	863,005	352,495
169	Bus Stops		2024-2028	1,450,000	-		1,450,000	507,500		942,500	669,175	273,325
170	Bus Stops		2029-2041	1,090,000	-		1,090,000	381,500		708,500	503,035	205,465
171	ITS		2019-2023	720,000	-		720,000	252,000		468,000	332,280	135,720
172	ITS		2024-2028	330,000	-		330,000	115,500		214,500	152,295	62,205
173	ITS		2029-2041	420,000	-		420,000	147,000		273,000	193,830	79,170
174	HOV Master arms		2029-2041	70,000	-		70,000	24,500		45,500	32,305	13,195



Infrastructure Costs Included in the Development Charges Calculation

City of Barrie

Service: Services Related to a Highway

Prj. No.	Increased Service Needs Attributable to Anticipated Development	Length (m)	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 71%	Non-Residential Share 29%
	2019-2041											
144	Sidewalks		2024-2031	16,415,000	-		16,415,000	820,750		15,594,250	11,071,918	4,522,333
	Financing				-							
175	Big Bay Point Road ROW Expansion - Bayview to Huronia St (Growth Related Debt Interest - Discounted)		2019-2033	145,400	-		145,400	-		145,400	103,234	42,166
176	Harvie Road and Big Bay Point Road New Crossing - Highway 400 (Growth Related Debt Interest - Discounted)		2019-2033	3,569,213	-		3,569,213	-		3,569,213	2,534,141	1,035,072
177	Lockhart Road New Watermain, Reservoir and R.O.W. Expansion - Veterans to Bayview (Growth Related Debt Interest - Discounted)		2019-2033	204,778	-		204,778	-		204,778	145,392	59,386
178	Lockhart Road R.O.W. Expansion and Trunk Watermain - Bayview to Huronia (Growth Related Debt Interest - Discounted)		2019-2033	470,172	-		470,172	-		470,172	333,822	136,350
	Reserve Fund											
178	Reserve Fund Adjustment							48,360,311		(48,360,311)	(34,335,821)	(14,024,490)
	Post Period Benefit											
	Post Period Benefit Deduction				70,000,000		(70,000,000)	-		(70,000,000)	(49,700,000)	(20,300,000)
	Total			1,810,233,093	70,000,000	-	1,740,233,093	540,472,980	-	1,199,760,113	851,829,680	347,930,433



5.4.2 Public Works Facilities and Fleet

The City currently operates their Public Works service out of a number of facilities which provide 18,205 sq.m. of building area. Over the historical 10-year period, the City has provided an average level of service of 0.13 sq.m. of building space per capita or \$429 per capita. This level of service provides the City with a maximum D.C.-eligible amount for recover over the 23-year forecast period of \$43,159,630.

The City has a variety of vehicles and major equipment related to roads totalling approximately \$24.5 million. The inventory over the past 10-year period provides for a per capita standard of \$177. Over the forecast period, the D.C.-eligible amount for vehicles and equipment is \$17,772,441.

Additional Fleet needs have been included along with additional facility space at the South Operations Facility and additional space for staff at 70 Collier Street. The total cost of these projects is \$26.38 million. A benefit to existing development of \$1.48 million has been identified and deducted from the calculations. A further deduction in the amount of \$1,253,266 has been made to reflect the balance in the reserve fund. This provides for a net growth-related cost of \$23,644,434 to service growth over the 23-year forecast period. This amount has been included in the D.C. calculation.

The residential/non-residential capital cost allocation for facilities and fleet is based on a 71%/29% split which is based on the incremental growth in population to employment for the 23-year forecast period.



Infrastructure Costs Included in the Development Charges Calculation

City of Barrie
Service: Public Works Facilities and Fleet

Prj. No.	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 71%	Non-Residential Share 29%
	2019-2041										
	Former Barrie:										
1	Provision for 70 Collier Expansion	2023-2025	1,738,000	-		1,738,000	1,216,600		521,400	370,194	151,206
2	Growth-Related Fleet	2019-2041	900,000	-		900,000	-		900,000	639,000	261,000
	Secondary Plan Area:										
3	South Operations Facility	2025-2028	17,700,000	-		17,700,000	-		17,700,000	12,567,000	5,133,000
4	Provision for 70 Collier Expansion	2023-2025	381,000	-		381,000	266,700		114,300	81,153	33,147
5	Growth-Related Fleet	2019-2041	3,100,000	-		3,100,000	-		3,100,000	2,201,000	899,000
	Wastewater Fleet										
6	Minivans with Interior Shelving (2)	2022	92,000	-		92,000	-		92,000	65,320	26,680
7	4x4 Half Ton Trucks (2)	2022	112,000	-		112,000	-		112,000	79,520	32,480
8	Minivan with Interior Shelving (1)	2027	46,000	-		46,000	-		46,000	32,660	13,340
9	4x4 Half Ton Truck 2-door (1)	2027	56,000	-		56,000	-		56,000	39,760	16,240
	Water Fleet:										
10	Water Distribution Services - Mini dump truck	2019	71,000	-		71,000	-		71,000	50,410	20,590
11	Water Distribution Services - Mini dump truck	2019	71,000	-		71,000	-		71,000	50,410	20,590
12	Water Distribution Services - Utility truck 4x4	2020	138,000	-		138,000	-		138,000	97,980	40,020
13	Water Distribution Services - Backhoe	2023	179,000	-		179,000	-		179,000	127,090	51,910
14	Water Distribution Services - Dump truck	2023	204,000	-		204,000	-		204,000	144,840	59,160
15	Water Distribution Services - Cube truck (5 tonne)	2023	179,000	-		179,000	-		179,000	127,090	51,910
16	Water Distribution Services - Utility truck 4x4	2025	138,000	-		138,000	-		138,000	97,980	40,020
17	Water Customer Services - Utility truck	2019	138,000	-		138,000	-		138,000	97,980	40,020
18	Water Customer Services - Van	2019	66,000	-		66,000	-		66,000	46,860	19,140
19	Water Customer Services - Utility truck	2019	128,000	-		128,000	-		128,000	90,880	37,120
20	Water Customer Services - Van	2019	66,000	-		66,000	-		66,000	46,860	19,140
21	Water Customer Services - Van	2023	66,000	-		66,000	-		66,000	46,860	19,140
22	Water Customer Services - Utility truck	2023	128,000	-		128,000	-		128,000	90,880	37,120
23	Water Customer Services - Van	2028	66,000	-		66,000	-		66,000	46,860	19,140
24	Water Customer Services - Van	2028	66,000	-		66,000	-		66,000	46,860	19,140
25	Surface Water Supply - Utility truck 4 x 4	2019	138,000	-		138,000	-		138,000	97,980	40,020
26	Ground Water Supply - Utility truck 4 x 4	2019	138,000	-		138,000	-		138,000	97,980	40,020
27	Ground Water Supply - Utility truck 4 x 4	2019	138,000	-		138,000	-		138,000	97,980	40,020
28	Ground Water Supply - Utility truck 4 x 4	2019	138,000	-		138,000	-		138,000	97,980	40,020
30	Reserve Fund Adjustment						1,253,266		(1,253,266)	(889,819)	(363,447)
	Total		26,381,000	-	-	26,381,000	2,736,566	-	23,644,434	16,787,548	6,856,886



5.6.2 Wastewater Services – Collection Systems

As per the City's consulting engineer (Cole Engineering Group Ltd.), several wastewater linear projects were identified for inclusion in the D.C. through the Wastewater Collection Master Plan, dated April 2019. Refinements to timing and costs of the program were made, where necessary, including inflating the costs identified to 2019 values.

The total cost of the program equals \$93,411,885 and includes 18 projects such as extensions of trunk sewers, twinning of other sewers and works related to pump stations. As all projects were determined to service growth to 2041, no deductions to the total capital costs are required. The deficit in the reserve fund of \$12,082,997 has been added to the calculations. Further, financing costs in the amount of \$241,889 have been included related to works on Lockhart Road and McKay Road. In total, the net growth-related cost for inclusion in the D.C. is \$93,411,885.

The allocation between residential and non-residential development related to wastewater linear capital costs in the Salem and Hewitt's Secondary Plan areas is based on incremental growth in population to employment, over the 23-year forecast period for these areas. This split results in a 78% allocation to residential and a 22% allocation to non-residential.



Infrastructure Costs Included in the Development Charges Calculation

City of Barrie

Service: Wastewater - Collection System - Salem & Hewitt's Secondary Plan Areas

Prj. No.	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
	2019-Urban 23 Year - Salem & Hewitts Secondary Plan Areas									78%	22%
1	Twin 1940m of 350mm diameter forcemain from Holly Pumping Station on Mapleview, Project 21101-a	2019-2021	3,800,000	-		3,800,000	-		3,800,000	2,964,000	836,000
2	Upgrade Holly Pumping Station to a rated capacity of 180 L/s	2019-2021	9,157,000	-		9,157,000	-		9,157,000	7,142,460	2,014,540
3	Construction of 1213m of 600mm on McKay Road (Project 21102a) (typical depth = 12m)	2020-2021	8,865,000	-		8,865,000	-		8,865,000	6,914,700	1,950,300
4	Construction of 1196m of 600mm on McKay (project 21102b) from Veterans east, typical depth=13m	2020-2021	8,741,000	-		8,741,000	-		8,741,000	6,817,980	1,923,020
5	Construction of 1852m of 600mm on McKay (Project 21102b2) from end of 21102b to Huronia Road, typical depth 7.5m	2022-2023	5,757,000	-		5,757,000	-		5,757,000	4,490,460	1,266,540
6	Construct 1425m of 750mm on Huronia Road (Project 21103), typical depth of 6m	2022-2023	4,430,000	-		4,430,000	-		4,430,000	3,455,400	974,600
7	Construct 640m of new 525mm on Huronia Road (Project 21401)	2020-2021	1,799,000	-		1,799,000	-		1,799,000	1,403,220	395,780
8	New West Annex PS, capacity 100 L/s (Project 21301)	2024-2031	11,967,000	-		11,967,000	-		11,967,000	9,334,260	2,632,740
9	New forcemain from West Annex PS, 180m of 250mm forcemain (Project 21302)	2024-2031	2,226,000	-		2,226,000	-		2,226,000	1,736,280	489,720
10	Mapleview Drive East Trunk Sewer - East Annex SPS Discharge to Hewitts Creek Trunk (Project 22102), typical depth 5.5m	2021-2022	3,119,000	-		3,119,000	-		3,119,000	2,432,820	686,180
11	Extension to existing Hewitts Creek Trunk Sewer Project, 550m - 525mm 22101	2021-2022	2,587,000	-		2,587,000	-		2,587,000	2,017,860	569,140
12	Extension to existing Hewitts Creek Trunk Sewer, 640m - 450mm, typical depth 5m, project 22301	2021-2022	905,000	-		905,000	-		905,000	705,900	199,100
13	New East Annex Pumping Station, Project 22302	2032-2041	11,967,000	-		11,967,000	-		11,967,000	9,334,260	2,632,740
14	New Twin Forcemain from East Annex PS, 730m of 250mm fm, Project 22303	2032-2041	2,811,000	-		2,811,000	-		2,811,000	2,192,580	618,420
15	Expand capacity at West Annex PS, Project 21402	2032-2041	350,000	-		350,000	-		350,000	273,000	77,000
16	Expand capacity at East Annex PS, Project 21401	2032-2041	350,000	-		350,000	-		350,000	273,000	77,000
17	Decommissioning of PS#4 and construction of 750m of 300mm diameter sanitary sewer on Lockhart (SAP26003 to SAP08001), typical depth =5m	2032-2041	930,000	-		930,000	-		930,000	725,400	204,600
18	Construction of 552m of 450mm diameter sanitary on McKay Road from West Annex PS forcemain discharge to Project 21102. Typical depth 6.5m (677 to 702)	2024-2031	959,000	-		959,000	-		959,000	748,020	210,980
19	Sanitary Sewer - Holly Pumping Station to Lougheed, 525 mm	2019-2031	367,000	-		367,000	-		367,000	286,260	80,740
20	Reserve Fund Adjustment		12,082,997	-		12,082,997	-		12,082,997	9,424,738	2,658,259
	Financing										
21	Growth Related Debt Interest (Discounted) - Lockhart Road R.O.W. Expansion and Trunk Watermain Bayview to Huronia	2019-2033	18,871	-		18,871	-		18,871	14,719	4,152
22	Growth Related Debt Principal - McKay Road New Trunk Sanitary Sewer - Highway 400 to Huronia	2019-2033	223,017	-		223,017	-		223,017	173,954	49,064
	Total		93,411,885	-	-	93,411,885	-	-	93,411,885	72,861,271	20,550,615



Schedule 6-1
WHISKEY CREEK STORMWATER MANAGEMENT WORKS
AND DOWNSTREAM CONVEYANCE WORKS
OVERALL BENEFITING LAND AREA FOR COMBINED WORKS

No.	Development Areas	ORIGINAL AREA (Ha)	ADJUSTMENT TO AREA (Ha)	Area (Ha)
1A	Barrie - Bryne Developments - Industrial (formerly Lorne Properties - Industrial)	10.59	(1.19)	9.40
1B1	Barrie - Bryne Developments - Commercial (formerly Lorne Properties - Commercial)	3.27	(1.29)	1.98
1B2	Barrie - Bryne Developments - Commercial (formerly Lorne Properties - Commercial)		1.58	1.58
1C	Barrie - Bryne Developments - Commercial (formerly Lorne Properties - Commercial)	7.10	2.60	9.70
1D	1074243 Ontario Limited - Industrial (formerly Lorne Properties - Industrial)	4.08		4.08
1E1	1074243 Ontario Limited - Industrial (formerly Lorne Properties - Industrial)	2.18	(0.61)	1.57
1E2	1074243 Ontario Limited - Industrial (formerly Lorne Properties - Industrial)		0.61	0.61
1F	Discovery Daycare *	0.68		0.68
2	Harvie Island Estates - Residential (formerly Lorne Properties - to Res) *	3.95		3.95
3	Mason Homes Ltd. *	26.97		26.97
4	ASV Enterprises - Townhouse (formerly Lorne Properties - Townhouse) *	1.27		1.27
5	428 Veterans Drive *	0.71		0.71
6A1	Sunfield Homes (Mapleview III):	7.78	(0.93)	6.85
6A2	Sunfield Homes (Mapleview III):		0.35	0.35
6B	Pratt/Hansen*	2.89		2.89
7	Future Res - Allandale Vet	0.39		0.39
8	Future Comm - Allandale Vet	1.38		1.38
9	Jarlette *	1.92		1.92
10A	Rob-Geoff *	6.89		6.89
10B	541 Essa Rd.	0.09		0.09
11A	Pratt Construction (Pratt-Holly Meadows) *	5.49		5.49
11B	27 Holdings *	4.16		4.16
12A1	Essa - Ferndale Development	1.75	(0.52)	1.23
12A2	Essa - Ferndale Development		0.35	0.35
12B	Pratt Ferndale Townhouse *	1.09		1.09
12C	430 Essa Rd.	0.45		0.45
12D	440 Essa Rd.	0.34		0.34
13	Beacon Subdivision *	4.69		4.69
14	Future Residential	6.09		6.09
15A	Bell Media Site (CKVR Lands - Station Lands)*	1.55		1.55
15B1	Bell Media Site (CKVR Lands)	13.95	(11.38)	2.57
15B2	Bell Media Site (CKVR Lands)		10.19	10.19
15B3	Bell Media Site (CKVR Lands)		9.54	9.54
16	550, 552, 556, 560, 568, 570, 574, 576, 582 Essa Road		2.28	2.28
17	521, 525, 531 Essa Road		0.79	0.79
18	518, 520, 524, 530 Essa Road		1.08	1.08
19	458 Essa Road and 240 Harvie Road		0.24	0.24
20	202, 206, 210, 214 Harvie Road		0.68	0.68
TOTALS		121.70	14.37	136.07

Source: City of Barrie

*Development area (in whole or in part) which have already provided securities to the City, or already paid development charges under By-laws 2002-233, 2006-165, 2011-096 or 2016-066



Schedule 6-2

Whiskey Creek S.W.M. Works and Downstream Conveyance Works Benefiting Development Areas for Individual Works

No.	Development Areas ¹	Storm Pond W5 (Section 1A)	Stolp Pond Improvements (Section 1B)	Bryne Culvert (Section 2A)	Harvie Rd E of Bryne Reg Culvert (Section 3)	Harvie Rd W of Bryne Culvert & Channel Upgrades (Section 4)	Hwy 400 Culvert (Section 5A)	Hwy 400 Channel Works (Section 5B)	Harvie Access Road Culvert Channel Works (Section 6)
1A	Barrie - Bryne Developments - Industrial (formerly Lorne Properties - Industrial)	•		•	•		•	•	•
1B1	Barrie - Bryne Developments - Commercial (formerly Lorne Properties - Commercial)	•		•	•		•	•	•
1B2	Barrie - Bryne Developments - Commercial (formerly Lorne Properties - Commercial)				•		•	•	•
1C	Barrie - Bryne Developments - Commercial (formerly Lorne Properties - Commercial)				•		•	•	•
1D	1074243 Ontario Limited - Industrial (formerly Lorne Properties - Industrial)	•		•	•		•	•	•
1E1	1074243 Ontario Limited - Industrial (formerly Lorne Properties - Industrial)				•		•	•	•
1E2	1074243 Ontario Limited - Industrial (formerly Lorne Properties - Industrial)				•		•	•	•
1F	Discovery Daycare *	•		•	•		•	•	•
2	Harvie Island Estates - Residential (formerly Lorne Properties - to Res) *	•	•	•	•		•	•	•
3	Mason Homes Ltd.*	•	•	•	•		•	•	•
4	ASV Enterprises - Townhouse (formerly Lorne Properties - Townhouse) *	•	•	•	•		•	•	•
5	428 Veterans Drive *	•	•	•	•		•	•	•
6A1	Sunfield Homes (Mapleview III):	•	•	•	•		•	•	•
6A2	Sunfield Homes (Mapleview III):	•	•	•	•		•	•	•
6B	Pratt/Hansen*	•	•	•	•		•	•	•
7	Future Res - Allandale Vet	•	•	•	•		•	•	•
8	Future Comm - Allandale Vet	•	•	•	•		•	•	•
9	Jarlette *	•	•	•	•		•	•	•
10A	Rob-Geoff *	•	•	•	•		•	•	•
10B	541 Essa Rd.	•	•	•	•		•	•	•
11A	Pratt Construction (Pratt-Holly Meadows) *	•	•	•	•		•	•	•
11B	27 Holdings *	•	•	•	•		•	•	•
12A1	Essa - Ferndale Development				•	•	•	•	•
12A2	Essa - Ferndale Development				•	•	•	•	•
12B	Pratt Ferndale Townhouse *				•	•	•	•	•
12C	430 Essa Rd.				•	•	•	•	•
12D	440 Essa Rd.				•	•	•	•	•
13	Beacon Subdivision *				•	•	•	•	•
14	Future Residential				•	•	•	•	•
15A	Bell Media Site (CKVR Lands - Station Lands)*				•	•	•	•	•
15B1	Bell Media Site (CKVR Lands)				•	•	•	•	•
15B2	Bell Media Site (CKVR Lands)				•	•	•	•	•
15B3	Bell Media Site (CKVR Lands)				•	•	•	•	•
16	550, 552, 556, 560, 568, 570, 574, 576, 582 Essa Road	•	•	•	•		•	•	•
17	521, 525, 531 Essa Road	•	•	•	•		•	•	•
18	518, 520, 524, 530 Essa Road	•	•	•	•		•	•	•
19	458 Essa Road and 240 Harvie Road				•	•	•	•	•
20	202, 206, 210, 214 Harvie Road				•	•	•	•	•

¹ Location of development areas shown on Map 6-1

• Indicates Works which benefit the Development Areas

6.2.3.2 Calculation of Each Development Area's Development Charge

Schedule 6-3 shows the cost sharing breakdown for the Whiskey Creek project, based on the six work segments for each development area. The basis for the calculation is set out in Section 6.3, with background to the S.W.M. Pond costs and the Stolp Pond improvement costs in Section 6.4.



Schedule 6-3
Whiskey Creek S.W.M. Works and Downstream Conveyance Works
Total Cost Sharing Breakdown for Each Contributing Area
2019\$

No.	Development Areas ¹	Storm Pond W52 (Pond A) (Project 1A)	Stolp Pond2 (Project 1B)	Pond Subtotal	Bryne Culvert (Project 2A)	Harvie Rd E of Bryne Reg Culvert (Project 3)	Harvie Rd W of Bryne Culvert & Channel Upgrades (Project 4)	Hwy 400 Culvert (Project 5A)	Channel Works (Project 5B)	Harvie Access Road Culvert (Project 6)	Downstream Conveyance Subtotal	D.C. Study Costs	Downstream Conveyance & D.C. Study	Total D.C. Eligible Costs
1A	Barrie - Bryne Developments - Industrial (formerly Lorne Properties - Industrial)	\$225,477	\$0	\$225,477	\$114,954	\$169,284	\$0	\$770,903	\$23,528	\$21,833	\$1,100,503	\$9,696	\$1,110,199	\$1,335,676
1B1	Barrie - Bryne Developments - Commercial (formerly Lorne Properties - Commercial)	\$57,671	\$0	\$57,671	\$29,402	\$43,299	\$0	\$197,178	\$6,018	\$5,584	\$281,481	\$2,480	\$283,961	\$341,633
1B2	Barrie - Bryne Developments - Commercial (formerly Lorne Properties - Commercial)	\$0	\$0	\$0	\$0	\$34,551	\$0	\$157,344	\$4,802	\$4,456	\$201,154	\$1,772	\$202,926	\$202,926
1C	Barrie - Bryne Developments - Commercial (formerly Lorne Properties - Commercial)	\$0	\$0	\$0	\$0	\$212,120	\$0	\$965,972	\$29,482	\$27,358	\$1,234,931	\$10,880	\$1,245,811	\$1,245,811
1D	1074243 Ontario Limited - Industrial (formerly Lorne Properties - Industrial)	\$97,867	\$0	\$97,867	\$49,895	\$73,477	\$0	\$334,605	\$10,212	\$9,477	\$477,665	\$4,208	\$481,873	\$579,740
1E1	1074243 Ontario Limited - Industrial (formerly Lorne Properties - Industrial)	\$0	\$0	\$0	\$0	\$28,274	\$0	\$128,757	\$3,930	\$3,647	\$164,608	\$1,450	\$166,058	\$166,058
1E2	1074243 Ontario Limited - Industrial (formerly Lorne Properties - Industrial)	\$0	\$0	\$0	\$0	\$10,985	\$0	\$50,027	\$1,527	\$1,417	\$63,956	\$563	\$64,519	\$64,519
1F	Discovery Daycare *	*	*	*	\$8,316	\$12,246	\$0	\$55,767	\$1,702	\$1,579	\$79,611	\$701	\$80,312	\$80,312
2	Harvie Island Estates - Residential (formerly Lorne Properties - to Res) *	*	*	*	\$31,053	\$45,730	\$0	\$208,249	\$6,356	\$5,898	\$297,286	\$2,619	\$299,905	\$299,905
3	Mason Homes Ltd.*	\$415,882	\$794,354	\$1,210,236	\$212,027	\$312,237	\$0	\$1,421,895	\$43,396	\$40,270	\$2,029,825	\$17,883	\$2,047,708	\$3,257,944
4	ASV Enterprises - Townhouse (formerly Lorne Properties - Townhouse) *	*	*	*	\$14,422	\$21,238	\$0	\$96,714	\$2,952	\$2,739	\$138,065	\$1,216	\$139,281	\$139,281
5	428 Veterans Drive *	\$15,814	\$30,206	\$46,020	\$8,062	\$11,873	\$0	\$54,069	\$1,650	\$1,531	\$77,186	\$680	\$77,866	\$123,886
6A1	Sunfield Homes (Mapleview III):	\$105,628	\$201,755	\$307,383	\$53,852	\$79,304	\$0	\$361,141	\$11,022	\$10,228	\$515,547	\$4,542	\$520,089	\$827,472
6A2	Sunfield Homes (Mapleview III):	\$7,796	\$14,890	\$22,686	\$3,974	\$5,853	\$1	\$26,654	\$813	\$755	\$38,050	\$335	\$38,385	\$61,071
6B	Pratt/Hansen*	\$64,299	\$122,814	\$187,113	\$32,781	\$48,275	\$0	\$219,837	\$6,709	\$6,226	\$313,829	\$2,765	\$316,594	\$503,707
7	Future Res - Allandale Vet	\$6,014	\$11,487	\$17,501	\$3,066	\$4,515	\$0	\$20,561	\$628	\$582	\$29,352	\$259	\$29,611	\$47,112
8	Future Comm - Allandale Vet	\$40,195	\$76,775	\$116,970	\$20,493	\$30,178	\$0	\$137,427	\$4,194	\$3,892	\$196,184	\$1,728	\$197,912	\$314,882
9	Jarlette *	*	*	*	\$20,126	\$29,638	\$0	\$134,967	\$4,119	\$3,822	\$192,672	\$1,697	\$194,369	\$194,369
10A	Rob-Geoff *	*	*	*	\$62,592	\$92,175	\$0	\$419,756	\$12,811	\$11,888	\$599,222	\$5,279	\$604,501	\$604,501
10B	541 Essa Rd.	*	*	*	\$1,022	\$1,505	\$0	\$6,854	\$209	\$194	\$9,784	\$86	\$9,870	\$9,870
11A	Pratt Construction (Pratt-Holly Meadows) *	*	*	*	\$40,283	\$59,322	\$0	\$270,144	\$8,245	\$7,651	\$385,644	\$3,398	\$389,042	\$389,042
11B	27 Holdings *	*	*	*	\$61,775	\$90,971	\$0	\$414,273	\$12,644	\$11,733	\$591,395	\$5,210	\$596,605	\$596,605
12A1	Essa - Ferndale Development	\$0	\$0	\$0	\$0	\$26,898	\$29,018	\$122,489	\$3,738	\$3,469	\$185,612	\$1,635	\$187,247	\$187,247
12A2	Essa - Ferndale Development	\$0	\$0	\$0	\$0	\$5,853	\$6,314	\$26,654	\$813	\$755	\$40,389	\$356	\$40,745	\$40,745
12B	Pratt Ferndale Townhouse *	\$0	\$0	\$0	\$0	\$0	\$19,704	\$83,174	\$2,538	\$2,356	\$107,773	\$950	\$108,723	\$108,723
12C	430 Essa Rd.	\$0	\$0	\$0	\$0	\$9,795	\$10,567	\$44,604	\$1,361	\$1,263	\$67,590	\$595	\$68,185	\$68,185
12D	440 Essa Rd.	\$0	\$0	\$0	\$0	\$7,413	\$7,998	\$33,759	\$1,030	\$956	\$51,157	\$451	\$51,608	\$51,608
13	Beacon Subdivision *	\$0	\$0	\$0	\$0	\$0	\$63,784	\$269,242	\$8,217	\$7,625	\$348,868	\$3,074	\$351,942	\$351,942
14	Future Residential	\$0	\$0	\$0	\$0	\$70,505	\$76,062	\$321,073	\$9,799	\$9,093	\$486,533	\$4,286	\$490,819	\$490,819
15A	Bell Media Site (CKVR Lands - Station Lands)*	\$0	\$0	\$0	\$0	\$0	\$30,114	\$127,117	\$3,880	\$3,600	\$164,711	\$1,451	\$166,162	\$166,162
15B1	Bell Media Site (CKVR Lands)	\$0	\$0	\$0	\$0	\$46,283	\$49,931	\$210,768	\$6,433	\$5,969	\$319,384	\$2,814	\$322,198	\$322,198
15B2	Bell Media Site (CKVR Lands)	\$0	\$0	\$0	\$0	\$183,511	\$197,976	\$835,692	\$25,505	\$23,668	\$1,266,352	\$11,157	\$1,277,509	\$1,277,509
15B3	Bell Media Site (CKVR Lands)	\$0	\$0	\$0	\$0	\$171,806	\$185,347	\$782,385	\$23,878	\$0	\$1,163,416	\$10,250	\$1,173,666	\$1,173,666
16	550, 552, 556, 560, 568, 570, 574, 576, 582 Essa Road	\$50,784	\$405,865	\$456,649	\$25,891	\$38,128	\$0	\$173,629	\$5,299	\$4,917	\$247,864	\$2,184	\$250,048	\$706,697
17	521, 525, 531 Essa Road	\$17,596	\$96,999	\$114,595	\$8,971	\$13,211	\$0	\$60,161	\$1,836	\$1,704	\$85,883	\$757	\$86,640	\$201,235
18	518, 520, 524, 530 Essa Road	\$24,055	\$33,609	\$57,665	\$12,264	\$11,371	\$0	\$82,245	\$2,510	\$2,329	\$110,720	\$975	\$111,695	\$169,360
19	458 Essa Road and 240 Harvie Road	\$0	\$0	\$0	\$0	\$4,013	\$4,330	\$18,277	\$558	\$518	\$27,695	\$244	\$27,939	\$27,939
20	202, 206, 210, 214 Harvie Road	\$0	\$0	\$0	\$0	\$11,371	\$12,268	\$51,784	\$1,580	\$1,467	\$78,470	\$691	\$79,161	\$79,161
	TOTALS	\$1,129,079	\$1,788,754	\$2,917,833	\$815,221	\$2,017,207	\$693,413	\$9,696,147	\$295,927	\$252,451	\$13,770,366	\$121,321	\$13,891,683	\$16,809,516

¹ Map 6-1 shows the location of the development areas.
² Actual Costs (2006\$) indexed to 2019\$, excluding payments received to date
* Development areas (in whole or in part) which have already provided securities to the City, or have already paid development charges under prior by-laws
Note: Numbers may not add precisely due to rounding.



6.3 Detailed Cost Sharing Breakdown for Whiskey Creek S.W.M. Pond W5 (Pond A), Stolp Pond Improvements and Downstream Conveyance Works

Figure 6-4
Cost Breakdown for Whiskey Creek S.W.M. Pond W5 (Pond A), Stolp Pond Improvements and Downstream Conveyance Works

S.W.M. Pond W5 (Pond A) Cost Sharing Breakdown					
Development	Area (Ha)	Run-off Coefficient	CA	Section 1A	
				Percentage of CA	Pond Cost (2019 \$)
Barrie - Bryne Developments - Industrial (formerly Lorne Properties - Industrial)	9.40	0.70	6.58	14.1%	\$225,477
Barrie - Bryne Developments - Commercial (formerly Lorne Properties - Commercial)	1.98	0.85	1.68	3.6%	\$57,671
1074243 Ontario Limited - Industrial (formerly Lorne Properties - Industrial)	4.08	0.70	2.86	6.1%	\$97,867
Discovery Daycare *	0.68	0.70	0.48	1.0%	\$16,311
Harvie Island Estates - Residential (formerly Lorne Properties - to Res) *	3.95	0.45	1.78	3.8%	\$60,910
Mason Homes Ltd.*	26.97	0.45	12.14	26.0%	\$415,882
ASV Enterprises - Townhouse (formerly Lorne Properties - Townhouse) *	1.27	0.65	0.83	1.8%	\$28,287
428 Veterans Drive *	0.71	0.65	0.46	1.0%	\$15,814
Sunfield Homes (Mapleview III):	6.85	0.45	3.08	6.6%	\$105,628
Sunfield Homes (Mapleview III):	0.35	0.65	0.23	0.5%	\$7,796
Pratt/Hansen*	2.89	0.65	1.88	4.0%	\$64,299
Future Res - Allandale Vet	0.39	0.45	0.18	0.4%	\$6,014
Future Comm - Allandale Vet	1.38	0.85	1.17	2.5%	\$40,195
Jarlette *	1.92	0.60	1.15	2.5%	\$39,476
Rob-Geoff *	6.89	0.52	3.58	7.7%	\$122,772
541 Essa Rd.	0.09	0.65	0.06	0.1%	\$2,005
Pratt Construction (Pratt-Holly Meadows) *	5.49	0.42	2.31	4.9%	\$79,013
27 Holdings *	4.16	0.85	3.54	7.6%	\$121,168
550, 552, 556, 560, 568, 570, 574, 576, 582 Essa Road	2.28	0.65	1.48	3.2%	\$50,784
521, 525, 531 Essa Road	0.79	0.65	0.51	1.1%	\$17,596
518, 520, 524, 530 Essa Road	1.08	0.65	0.70	1.5%	\$24,055
TOTALS	83.60		46.66	100.0%	\$1,599,021



Figure 6-5
Cost Breakdown for Whiskey Creek S.W.M. Pond W5 (Pond A), Stolp Pond Improvements and Downstream Conveyance Works

Stolp Pond Improvements Cost Sharing Breakdown						
				Section 1B		
No.	Development	Area (Ha)	Run-off Coefficient	CA	Percentage of CA	Pond Cost (2019 \$)
2	Harvie Island Estates - Residential (formerly Lorne Properties - to Res) *	3.95	0.45	1.78	4.38%	\$116,340
3	Mason Homes Ltd.*	26.97	0.45	12.14	29.92%	\$794,354
4	ASV Enterprises - Townhouse (formerly Lorne Properties - Townhouse) *	1.27	0.65	0.83	2.03%	\$54,030
5	428 Veterans Drive *	0.71	0.65	0.46	1.14%	\$30,206
6A1	Sunfield Homes (Mapleview III):	6.85	0.45	3.08	7.60%	\$201,755
6A2	Sunfield Homes (Mapleview III):	0.35	0.65	0.23	0.56%	\$14,890
6B	Pratt/Hansen*	2.89	0.65	1.88	4.63%	\$122,814
7	Future Res - Allandale Vet	0.39	0.45	0.18	0.43%	\$11,487
8	Future Comm - Allandale Vet	1.38	0.85	1.17	2.89%	\$76,775
9	Jarlette *	1.92	0.60	1.15	2.84%	\$75,400
10A	Rob-Geoff *	6.89	0.52	3.58	8.83%	\$234,500
10B	541 Essa Rd.	0.09	0.65	0.06	0.14%	\$3,829
11A	Pratt Construction (Pratt-Holly Meadows) *	5.49	0.42	2.31	5.68%	\$150,918
11B	27 Holdings *	4.16	0.85	3.54	8.72%	\$231,437
16	550, 552, 556, 560, 568, 570, 574, 576, 582 Essa Road	9.54	0.65	6.20	15.29%	\$405,865
17	521, 525, 531 Essa Road	2.28	0.65	1.48	3.65%	\$96,999
18	518, 520, 524, 530 Essa Road	0.79	0.65	0.51	1.27%	\$33,609
	TOTALS	75.92		40.57	100.0%	\$2,655,209



Figure 6-6
Cost Breakdown for Whiskey Creek S.W.M. Pond W5 (Pond A), Stolp Pond Improvements and Downstream Conveyance Works

Bryne Drive Culvert (Regional) Cost Sharing Breakdown				Section 2A		
No.	Development	Area (Ha)	Run-off Coefficient	CA	Percentage of CA	Culvert Cost (2019 \$)
1A	Barrie - Bryne Developments - Industrial (formerly Lorne Properties - Industrial)	9.40	0.70	6.58	14.1%	\$114,954
1B1	Barrie - Bryne Developments - Commercial (formerly Lorne Properties - Commercial)	1.98	0.85	1.68	3.6%	\$29,402
1D	1074243 Ontario Limited - Industrial (formerly Lorne Properties - Industrial)	4.08	0.70	2.86	6.1%	\$49,895
1F	Discovery Daycare *	0.68	0.70	0.48	1.0%	\$8,316
2	Harvie Island Estates - Residential (formerly Lorne Properties - to Res) *	3.95	0.45	1.78	3.8%	\$31,053
3	Mason Homes Ltd.*	26.97	0.45	12.14	26.0%	\$212,027
4	ASV Enterprises - Townhouse (formerly Lorne Properties - Townhouse) *	1.27	0.65	0.83	1.8%	\$14,422
5	428 Veterans Drive *	0.71	0.65	0.46	1.0%	\$8,062
6A1	Sunfield Homes (Mapleview III):	6.85	0.45	3.08	6.6%	\$53,852
6A2	Sunfield Homes (Mapleview III):	0.35	0.65	0.23	0.5%	\$3,974
6B	Pratt/Hansen*	2.89	0.65	1.88	4.0%	\$32,781
7	Future Res - Allandale Vet	0.39	0.45	0.18	0.4%	\$3,066
8	Future Comm - Allandale Vet	1.38	0.85	1.17	2.5%	\$20,493
9	Jarlette *	1.92	0.60	1.15	2.5%	\$20,126
10A	Rob-Geoff *	6.89	0.52	3.58	7.7%	\$62,592
10B	541 Essa Rd.	0.09	0.65	0.06	0.1%	\$1,022
11A	Pratt Construction (Pratt-Holly Meadows) *	5.49	0.42	2.31	4.9%	\$40,283
11B	27 Holdings *	4.16	0.85	3.54	7.6%	\$61,775
16	550, 552, 556, 560, 568, 570, 574, 576, 582 Essa Road	2.28	0.65	1.48	3.2%	\$25,891
17	521, 525, 531 Essa Road	0.79	0.65	0.51	1.1%	\$8,971
18	518, 520, 524, 530 Essa Road	1.08	0.65	0.70	1.5%	\$12,264
TOTALS		83.60		46.66	100.0%	\$815,221



Figure 6-7
Cost Breakdown for Whiskey Creek S.W.M. Pond W5 (Pond A), Stolp Pond Improvements and Downstream Conveyance Works

Harvie Rd E of Bryne Culvert (Regional) Cost Sharing Breakdown						
				Section 3		
No.	Development	Area (Ha)	Run-off Coefficient	CA	Percentage of CA	Culvert Cost (2019 \$)
1A	Barrie - Bryne Developments - Industrial (formerly Lorne Properties - Industrial)	9.40	0.70	6.58	8.0%	\$169,284
1B1	Barrie - Bryne Developments - Commercial (formerly Lorne Properties - Commercial)	1.98	0.85	1.68	2.0%	\$43,299
1B2	Barrie - Bryne Developments - Commercial (formerly Lorne Properties - Commercial)	1.58	0.85	1.34	1.6%	\$34,551
1C	Barrie - Bryne Developments - Commercial (formerly Lorne Properties - Commercial)	9.70	0.85	8.25	10.0%	\$212,120
1D	1074243 Ontario Limited - Industrial (formerly Lorne Properties - Industrial)	4.08	0.70	2.86	3.5%	\$73,477
1E1	1074243 Ontario Limited - Industrial (formerly Lorne Properties - Industrial)	1.57	0.70	1.10	1.3%	\$28,274
1E2	1074243 Ontario Limited - Industrial (formerly Lorne Properties - Industrial)	0.61	0.70	0.43	0.5%	\$10,985
1F	Discovery Daycare *	0.68	0.70	0.48	0.6%	\$12,246
2	Harvie Island Estates - Residential (formerly Lorne Properties - to Res) *	3.95	0.45	1.78	2.1%	\$45,730
3	Mason Homes Ltd.*	26.97	0.45	12.14	14.7%	\$312,237
4	ASV Enterprises - Townhouse (formerly Lorne Properties - Townhouse) *	1.27	0.65	0.83	1.0%	\$21,238
5	428 Veterans Drive *	0.71	0.65	0.46	0.6%	\$11,873
6A1	Sunfield Homes (Mapleview III):	6.85	0.45	3.08	3.7%	\$79,304
6A2	Sunfield Homes (Mapleview III):	0.35	0.65	0.23	0.3%	\$5,853
6B	Pratt/Hansen*	2.89	0.65	1.88	2.3%	\$48,275
7	Future Res - Allandale Vet	0.39	0.45	0.18	0.2%	\$4,515
8	Future Comm - Allandale Vet	1.38	0.85	1.17	1.4%	\$30,178
9	Jarlette *	1.92	0.60	1.15	1.4%	\$29,638
10A	Rob-Geoff *	6.89	0.52	3.58	4.3%	\$92,175
10B	541 Essa Rd.	0.09	0.65	0.06	0.1%	\$1,505
11A	Pratt Construction (Pratt-Holly Meadows) *	5.49	0.42	2.31	2.8%	\$59,322
11B	27 Holdings *	4.16	0.85	3.54	4.3%	\$90,971
12A1	Essa - Ferndale Development	1.23	0.85	1.05	1.3%	\$26,898
12A2	Essa - Ferndale Development	0.35	0.65	0.23	0.3%	\$5,853
12B	Pratt Ferndale Townhouse *	1.09	0.65	0.71	0.9%	\$18,264
12C	430 Essa Rd.	0.45	0.85	0.38	0.5%	\$9,795
12D	440 Essa Rd.	0.34	0.85	0.29	0.3%	\$7,413
13	Beacon Subdivision *	4.69	0.49	2.30	2.8%	\$59,123
14	Future Residential	6.09	0.45	2.74	3.3%	\$70,505
15A	Bell Media Site (CKVR Lands - Station Lands)*	1.55	0.70	1.09	1.3%	\$27,914
15B1	Bell Media Site (CKVR Lands)	2.57	0.70	1.80	2.2%	\$46,283
15B2	Bell Media Site (CKVR Lands)	10.19	0.70	7.13	8.6%	\$183,511
15B3	Bell Media Site (CKVR Lands)	9.54	0.70	6.68	8.1%	\$171,806
16	550, 552, 556, 560, 568, 570, 574, 576, 582 Essa Road	2.28	0.65	1.48	1.8%	\$38,128
17	521, 525, 531 Essa Road	0.79	0.65	0.51	0.6%	\$13,211
18	518, 520, 524, 530 Essa Road	1.08	0.65	0.70	0.8%	\$18,060
19	458 Essa Road and 240 Harvie Road	0.24	0.65	0.16	0.2%	\$4,013
20	202, 206, 210, 214 Harvie Road	0.68	0.65	0.44	0.5%	\$11,371
TOTALS		136.07		82.76	100.0%	\$2,129,198



Figure 6-9
Cost Breakdown for Whiskey Creek S.W.M. Pond W5 (Pond A), Stolp Pond Improvements and Downstream Conveyance Works

Harvie Rd E of Bryne Culvert (Regional) Cost Sharing Breakdown				Section 3		
No.	Development	Area (Ha)	Run-off Coefficient	CA	Percentage of CA	Culvert Cost (2019 \$)
1A	Barrie - Bryne Developments - Industrial (formerly Lorne Properties - Industrial)	9.40	0.70	6.58	8.0%	\$169,284
1B1	Barrie - Bryne Developments - Commercial (formerly Lorne Properties - Commercial)	1.98	0.85	1.68	2.0%	\$43,299
1B2	Barrie - Bryne Developments - Commercial (formerly Lorne Properties - Commercial)	1.58	0.85	1.34	1.6%	\$34,551
1C	Barrie - Bryne Developments - Commercial (formerly Lorne Properties - Commercial)	9.70	0.85	8.25	10.0%	\$212,120
1D	1074243 Ontario Limited - Industrial (formerly Lorne Properties - Industrial)	4.08	0.70	2.86	3.5%	\$73,477
1E1	1074243 Ontario Limited - Industrial (formerly Lorne Properties - Industrial)	1.57	0.70	1.10	1.3%	\$28,274
1E2	1074243 Ontario Limited - Industrial (formerly Lorne Properties - Industrial)	0.61	0.70	0.43	0.5%	\$10,985
1F	Discovery Daycare *	0.68	0.70	0.48	0.6%	\$12,246
2	Harvie Island Estates - Residential (formerly Lorne Properties - to Res) *	3.95	0.45	1.78	2.1%	\$45,730
3	Mason Homes Ltd.*	26.97	0.45	12.14	14.7%	\$312,237
4	ASV Enterprises - Townhouse (formerly Lorne Properties - Townhouse) *	1.27	0.65	0.83	1.0%	\$21,238
5	428 Veterans Drive *	0.71	0.65	0.46	0.6%	\$11,873
6A1	Sunfield Homes (Mapleview III):	6.85	0.45	3.08	3.7%	\$79,304
6A2	Sunfield Homes (Mapleview III):	0.35	0.65	0.23	0.3%	\$5,853
6B	Pratt/Hansen*	2.89	0.65	1.88	2.3%	\$48,275
7	Future Res - Allandale Vet	0.39	0.45	0.18	0.2%	\$4,515
8	Future Comm - Allandale Vet	1.38	0.85	1.17	1.4%	\$30,178
9	Jarlette *	1.92	0.60	1.15	1.4%	\$29,638
10A	Rob-Geoff *	6.89	0.52	3.58	4.3%	\$92,175
10B	541 Essa Rd.	0.09	0.65	0.06	0.1%	\$1,505
11A	Pratt Construction (Pratt-Holly Meadows) *	5.49	0.42	2.31	2.8%	\$59,322
11B	27 Holdings *	4.16	0.85	3.54	4.3%	\$90,971
12A1	Essa - Ferndale Development	1.23	0.85	1.05	1.3%	\$26,898
12A2	Essa - Ferndale Development	0.35	0.65	0.23	0.3%	\$5,853
12B	Pratt Ferndale Townhouse *	1.09	0.65	0.71	0.9%	\$18,264
12C	430 Essa Rd.	0.45	0.85	0.38	0.5%	\$9,795
12D	440 Essa Rd.	0.34	0.85	0.29	0.3%	\$7,413
13	Beacon Subdivision *	4.69	0.49	2.30	2.8%	\$59,123
14	Future Residential	6.09	0.45	2.74	3.3%	\$70,505
15A	Bell Media Site (CKVR Lands - Station Lands)*	1.55	0.70	1.09	1.3%	\$27,914
15B1	Bell Media Site (CKVR Lands)	2.57	0.70	1.80	2.2%	\$46,283
15B2	Bell Media Site (CKVR Lands)	10.19	0.70	7.13	8.6%	\$183,511
15B3	Bell Media Site (CKVR Lands)	9.54	0.70	6.68	8.1%	\$171,806
16	550, 552, 556, 560, 568, 570, 574, 576, 582 Essa Road	2.28	0.65	1.48	1.8%	\$38,128
17	521, 525, 531 Essa Road	0.79	0.65	0.51	0.6%	\$13,211
18	518, 520, 524, 530 Essa Road	1.08	0.65	0.70	0.8%	\$18,060
19	458 Essa Road and 240 Harvie Road	0.24	0.65	0.16	0.2%	\$4,013
20	202, 206, 210, 214 Harvie Road	0.68	0.65	0.44	0.5%	\$11,371
TOTALS		136.07		82.76	100.0%	\$2,129,198



Figure 6-10
Cost Breakdown for Whiskey Creek S.W.M. Pond W5 (Pond A), Stolp Pond Improvements and Downstream Conveyance Works

Harvie Rd E of Bryne Culvert (Regional) Cost Sharing Breakdown						
				Section 3		
No.	Development	Area (Ha)	Run-off Coefficient	CA	Percentage of CA	Culvert Cost (2019 \$)
1A	Barrie - Bryne Developments - Industrial (formerly Lorne Properties - Industrial)	9.40	0.70	6.58	8.0%	\$169,284
1B1	Barrie - Bryne Developments - Commercial (formerly Lorne Properties - Commercial)	1.98	0.85	1.68	2.0%	\$43,299
1B2	Barrie - Bryne Developments - Commercial (formerly Lorne Properties - Commercial)	1.58	0.85	1.34	1.6%	\$34,551
1C	Barrie - Bryne Developments - Commercial (formerly Lorne Properties - Commercial)	9.70	0.85	8.25	10.0%	\$212,120
1D	1074243 Ontario Limited - Industrial (formerly Lorne Properties - Industrial)	4.08	0.70	2.86	3.5%	\$73,477
1E1	1074243 Ontario Limited - Industrial (formerly Lorne Properties - Industrial)	1.57	0.70	1.10	1.3%	\$28,274
1E2	1074243 Ontario Limited - Industrial (formerly Lorne Properties - Industrial)	0.61	0.70	0.43	0.5%	\$10,985
1F	Discovery Daycare *	0.68	0.70	0.48	0.6%	\$12,246
2	Harvie Island Estates - Residential (formerly Lorne Properties - to Res) *	3.95	0.45	1.78	2.1%	\$45,730
3	Mason Homes Ltd.*	26.97	0.45	12.14	14.7%	\$312,237
4	ASV Enterprises - Townhouse (formerly Lorne Properties - Townhouse) *	1.27	0.65	0.83	1.0%	\$21,238
5	428 Veterans Drive *	0.71	0.65	0.46	0.6%	\$11,873
6A1	Sunfield Homes (Mapleview III):	6.85	0.45	3.08	3.7%	\$79,304
6A2	Sunfield Homes (Mapleview III):	0.35	0.65	0.23	0.3%	\$5,853
6B	Pratt/Hansen*	2.89	0.65	1.88	2.3%	\$48,275
7	Future Res - Allandale Vet	0.39	0.45	0.18	0.2%	\$4,515
8	Future Comm - Allandale Vet	1.38	0.85	1.17	1.4%	\$30,178
9	Jarlette *	1.92	0.60	1.15	1.4%	\$29,638
10A	Rob-Geoff *	6.89	0.52	3.58	4.3%	\$92,175
10B	541 Essa Rd.	0.09	0.65	0.06	0.1%	\$1,505
11A	Pratt Construction (Pratt-Holly Meadows) *	5.49	0.42	2.31	2.8%	\$59,322
11B	27 Holdings *	4.16	0.85	3.54	4.3%	\$90,971
12A1	Essa - Ferndale Development	1.23	0.85	1.05	1.3%	\$26,898
12A2	Essa - Ferndale Development	0.35	0.65	0.23	0.3%	\$5,853
12B	Pratt Ferndale Townhouse *	1.09	0.65	0.71	0.9%	\$18,264
12C	430 Essa Rd.	0.45	0.85	0.38	0.5%	\$9,795
12D	440 Essa Rd.	0.34	0.85	0.29	0.3%	\$7,413
13	Beacon Subdivision *	4.69	0.49	2.30	2.8%	\$59,123
14	Future Residential	6.09	0.45	2.74	3.3%	\$70,505
15A	Bell Media Site (CKVR Lands - Station Lands)*	1.55	0.70	1.09	1.3%	\$27,914
15B1	Bell Media Site (CKVR Lands)	2.57	0.70	1.80	2.2%	\$46,283
15B2	Bell Media Site (CKVR Lands)	10.19	0.70	7.13	8.6%	\$183,511
15B3	Bell Media Site (CKVR Lands)	9.54	0.70	6.68	8.1%	\$171,806
16	550, 552, 556, 560, 568, 570, 574, 576, 582 Essa Road	2.28	0.65	1.48	1.8%	\$38,128
17	521, 525, 531 Essa Road	0.79	0.65	0.51	0.6%	\$13,211
18	518, 520, 524, 530 Essa Road	1.08	0.65	0.70	0.8%	\$18,060
19	458 Essa Road and 240 Harvie Road	0.24	0.65	0.16	0.2%	\$4,013
20	202, 206, 210, 214 Harvie Road	0.68	0.65	0.44	0.5%	\$11,371
TOTALS		136.07		82.76	100.0%	\$2,129,198



Figure 6-11
Cost Breakdown for Whiskey Creek S.W.M. Pond W5 (Pond A), Stolp Pond Improvements and Downstream Conveyance Works

Harvie Access Road Culvert						
Section 6						
Cost Sharing Breakdown						
No.	Development	Area (Ha)	Run-off Coefficient	CA	Percentage of CA	Culvert Cost (2019 \$)
1A	Barrie - Bryne Developments - Industrial (formerly Lorne Properties - Industrial)	9.40	0.70	6.58	8.6%	\$21,833
1B1	Barrie - Bryne Developments - Commercial (formerly Lorne Properties - Commercial)	1.98	0.85	1.68	2.2%	\$5,584
1B2	Barrie - Bryne Developments - Commercial (formerly Lorne Properties - Commercial)	1.58	0.85	1.34	1.8%	\$4,456
1C	Barrie - Bryne Developments - Commercial (formerly Lorne Properties - Commercial)	9.70	0.85	8.25	10.8%	\$27,358
1D	1074243 Ontario Limited - Industrial (formerly Lorne Properties - Industrial)	4.08	0.70	2.86	3.8%	\$9,477
1E1	1074243 Ontario Limited - Industrial (formerly Lorne Properties - Industrial)	1.57	0.70	1.10	1.4%	\$3,647
1E2	1074243 Ontario Limited - Industrial (formerly Lorne Properties - Industrial)	0.61	0.70	0.43	0.6%	\$1,417
1F	Discovery Daycare *	0.68	0.70	0.48	0.6%	\$1,579
2	Harvie Island Estates - Residential (formerly Lorne Properties - to Res) *	3.95	0.45	1.78	2.3%	\$5,898
3	Mason Homes Ltd.*	26.97	0.45	12.14	16.0%	\$40,270
4	ASV Enterprises - Townhouse (formerly Lorne Properties - Townhouse) *	1.27	0.65	0.83	1.1%	\$2,739
5	428 Veterans Drive *	0.71	0.65	0.46	0.6%	\$1,531
6A1	Sunfield Homes (Mapleview III):	6.85	0.45	3.08	4.1%	\$10,228
6A2	Sunfield Homes (Mapleview III):	0.35	0.65	0.23	0.3%	\$755
6B	Pratt/Hansen*	2.89	0.65	1.88	2.5%	\$6,226
7	Future Res - Allandale Vet	0.39	0.45	0.18	0.2%	\$582
8	Future Comm - Allandale Vet	1.38	0.85	1.17	1.5%	\$3,892
9	Jarlette *	1.92	0.60	1.15	1.5%	\$3,822
10A	Rob-Geoff *	6.89	0.52	3.58	4.7%	\$11,888
10B	541 Essa Rd.	0.09	0.65	0.06	0.1%	\$194
11A	Pratt Construction (Pratt-Holly Meadows) *	5.49	0.42	2.31	3.0%	\$7,651
11B	27 Holdings *	4.16	0.85	3.54	4.6%	\$11,733
12A1	Essa - Ferndale Development	1.23	0.85	1.05	1.4%	\$3,469
12A2	Essa - Ferndale Development	0.35	0.65	0.23	0.3%	\$755
12B	Pratt Ferndale Townhouse *	1.09	0.65	0.71	0.9%	\$2,356
12C	430 Essa Rd.	0.45	0.85	0.38	0.5%	\$1,263
12D	440 Essa Rd.	0.34	0.85	0.29	0.4%	\$956
13	Beacon Subdivision *	4.69	0.49	2.30	3.0%	\$7,625
14	Future Residential	6.09	0.45	2.74	3.6%	\$9,093
15A	Bell Media Site (CKVR Lands - Station Lands)*	1.55	0.70	1.09	1.4%	\$3,600
15B1	Bell Media Site (CKVR Lands)	2.57	0.70	1.80	2.4%	\$5,969
15B2	Bell Media Site (CKVR Lands)	10.19	0.70	7.13	9.4%	\$23,668
16	550, 552, 556, 560, 568, 570, 574, 576, 582 Essa Road	2.28	0.65	1.48	1.9%	\$4,917
17	521, 525, 531 Essa Road	0.79	0.65	0.51	0.7%	\$1,704
18	518, 520, 524, 530 Essa Road	1.08	0.65	0.70	0.9%	\$2,329
19	458 Essa Road and 240 Harvie Road	0.24	0.65	0.16	0.2%	\$518
20	202, 206, 210, 214 Harvie Road	0.68	0.65	0.44	0.6%	\$1,467
TOTALS		126.53		76.08	100%	\$252,451



Table 7-2
City of Barrie
D.C. Calculation
Area-specific Services – Salem & Hewitt's Secondary Plan Areas
2019 to Urban 23-year – Salem & Hewitt's Secondary Plan Areas

SERVICE	2019\$ D.C.-Eligible Cost		2019\$ D.C.-Eligible Cost		
	Residential	Non-Residential	Residential	Non-Residential	
			Single Detached Unit	Blended per sq.m.	Blended per sq.ft.
4. <u>Wastewater Services</u>	\$	\$	\$		\$
4.1 Collection Systems	72,861,271	20,550,615	4,980	21.18	1.97
5. <u>Water Services</u>					
5.1 Distribution systems	78,433,249	22,122,198	5,361	22.80	2.12
TOTAL	\$151,294,519	\$42,672,813	\$10,341	43.98	\$4.09
D.C.-Eligible Capital Cost	\$151,294,519	\$42,672,813			
Buildout Gross Population/GFA Growth (sq.m.)	47,519	970,300			
Cost Per Capita/Non-Residential GFA (sq.m.)	\$3,183.87	\$43.98			
By Residential Unit Type	P.P.U.				
Single and Semi-Detached Dwelling	3.248	\$10,341			
Apartments - 2 Bedrooms +	1.819	\$4,490			
Apartments - Bachelor and 1 Bedroom	1.277	\$3,152			
Other Multiples	2.571	\$6,347			
Special Care/Special Dwelling Units	1.100	\$2,716			



Table 7-3
City of Barrie
D.C. Calculation
Municipal-wide Services
2019 to 2041

SERVICE	2019\$ D.C.-Eligible Cost		2019\$ D.C.-Eligible Cost		
	Residential	Non-Residential	Residential Single Detached Unit	Non-Residential Blended per sq.m.	Blended per sq.ft.
6. <u>Wastewater Services</u>	\$	\$	\$	\$	\$
6.1 Facilities	182,606,835	74,585,890	5,928	26.94	2.50
6.2 Facilities Related Debt	109,204,837	44,604,792	3,545	16.11	1.50
	291,811,671	119,190,683	9,473	43	4.00
7. <u>Water Services</u>					
7.1 Facilities	2,337,364	954,698	76	0.34	0.03
7.2 Facilities Related Debt	151,848,609	62,022,671	4,929	22.41	2.08
	154,185,973	62,977,369	5,005	23	2.11
8. <u>Services Related to a Highway</u>					
8.1 Services Related to a Highway	851,829,680	347,930,433	27,651	125.69	11.68
9. <u>Public Works Facilities and Fleet</u>					
9.1 Facilities and Fleet	16,787,548	6,856,886	545	2.48	0.23
TOTAL	1,314,614,873	536,955,371	42,674	193.98	18.02
D.C.-Eligible Capital Cost	\$1,314,614,873	\$536,955,371			
23-Year Gross Population/GFA Growth (sq.m.)	100,058	2,768,100			
Cost Per Capita/Non-Residential GFA (sq.m.)	\$13,138.53	\$193.98			
By Residential Unit Type	P.P.U.				
Single and Semi-Detached Dwelling	3.248	\$42,674			
Apartments - 2 Bedrooms +	1.819	\$23,899			
Apartments - Bachelor and 1 Bedroom	1.277	\$16,778			
Other Multiples	2.571	\$33,779			
Special Care/Special Dwelling Units	1.100	\$14,452			



Table 7-5
City of Barrie
D.C. Calculation
Municipal-wide Services
2019 to 2028

SERVICE	2019\$ D.C.-Eligible Cost		2019\$ D.C.-Eligible Cost		
	Residential	Non-Residential	Residential Single Detached Unit	Non-Residential Blended per sq.m.	Blended per sq.ft.
	\$	\$	\$	\$	\$
11. <u>Transit Services</u>					
11.1 Transit facilities, vehicles and other infrastructure	17,643,234	5,881,078	1,153	5.39	0.50
12. <u>Parking</u>					
12.1 Municipal parking spaces	2,982,878	994,293	195	0.91	0.08
13. <u>Airport</u>					
13.1 Airport facilities	3,576,150	1,192,050	234	1.09	0.10
14. <u>Parks and Recreation</u>					
14.1 Parks & Recreation	111,055,261	5,845,014	7,260	5.36	0.50
15. <u>Library Services</u>					
15.1 Library facilities, materials and vehicles	10,866,880	571,941	710	0.52	0.05
16. <u>Administration</u>					
16.1 Studies - Essential Services	9,008,327	3,002,776	589	2.75	0.26
16.2 Studies - Community Based Services	1,918,958	639,653	125	0.59	0.05
17. <u>Paramedics</u>					
17.1 Facilities, Vehicles & equipment	3,208,579	356,509	210	0.33	0.03
18. <u>Long-Term Care</u>					
18.1 Facilities, Vehicles & equipment	583,200	64,800	38	0.06	0.01
19. <u>Social Housing</u>					
19.1 Social housing facilities	9,583,344	-	626	-	-
20. <u>Waste Diversion</u>					
20.1 Waste diversion facilities, vehicles, equipment and other	5,904,630	310,770	386	0.28	0.03
TOTAL	176,331,441	18,858,882	11,526	17.29	1.61
D.C.-Eligible Capital Cost	\$176,331,441	\$18,858,882			
10-Year Gross Population/GFA Growth (sq.m.)	49,687	1,090,800			
Cost Per Capita/Non-Residential GFA (sq.m.)	\$3,548.84	\$17.29			
By Residential Unit Type	P.P.U.				
Single and Semi-Detached Dwelling	3.248	\$11,527			
Apartments - 2 Bedrooms +	1.819	\$6,455			
Apartments - Bachelor and 1 Bedroom	1.277	\$4,532			
Other Multiples	2.571	\$9,124			
Special Care/Special Dwelling Units	1.100	\$3,904			



Table 7-6
City of Barrie
Development Charge Calculation
Total All Services

SERVICE	2019\$ D.C.-Eligible Cost		2019\$ D.C.-Eligible Cost		
	Residential	Non-Residential	Residential	Non-Residential	
			Single Detached Unit	Blended per sq.m.	Blended per sq.ft.
	\$	\$	\$	\$	\$
Municipal-wide Services 23 Year	1,314,614,873	536,955,371	42,674	193.98	18.02
Municipal-wide Services 13 Year	34,636,182	11,545,394	1,831	8.57	0.80
Municipal-wide Services 10 Year	176,331,441	18,858,882	11,526	17.29	1.61
Total Municipal-wide Services	1,525,582,496	567,359,647	56,031	219.84	20.42
Area Specific - Former City Municipal Boundary Areas	129,699,983	38,052,152	8,018	21.17	1.97
Area Specific - Salem & Hewitt's Secondary Plan Areas	151,294,519	42,672,813	10,341	43.98	4.09
Total Former City Municipal Boundary Areas	1,655,282,479	605,411,799	64,049	241.01	22.39
Total Salem & Hewitt's Secondary Plan Areas	1,676,877,015	610,032,460	66,372	263.82	24.51



Table 7-7
City of Barrie
Gross Expenditure and Sources of Revenue Summary for Costs to be Incurred over the Life of the By-law

Service	Total Gross Cost	Sources of Financing						
		Tax Base or Other Non-D.C. Source				Post D.C. Period Benefit	D.C. Reserve Fund	
		Other Deductions	Benefit to Existing	Other Funding	Legislated Reduction		Residential	Non-Residential
1. Stormwater Drainage and Control Services 1.1 Channels, drainage and ponds	52,028,010	0	28,615,406	0	0	0	18,964,210	4,448,395
2. Wastewater Services 2.1 Sewers - Former City Municipal Boundary Areas	12,070,913	0	6,880,420	0	0	0	3,373,820	1,816,672
3. Water Services 3.1 Distribution systems - Former City Municipal Boundary Areas	14,315,000	0	8,159,550	0	0	0	4,001,043	2,154,408
4. Wastewater Services 4.1 Sewers - Salem & Hewitt's Secondary Plan Areas	49,160,000	0	0	0	0	0	38,344,800	10,815,200
5. Water Services 5.1 Distribution systems - Salem & Hewitt's Secondary Plan Areas	36,574,000	0	0	0	0	0	28,527,720	8,046,280
6. Wastewater Services 6.1 Facilities 6.2 Facilities Related Debt	107,386,538 30,656,339	0 0	33,549,154 0	0 0	0 0	0 0	52,424,543 21,766,001	21,412,842 8,890,338
7. Water Services 7.1 Facilities 7.2 Facilities Related Debt	178,000 19,746,683	0 0	0 0	0 0	0 0	0 0	126,380 14,020,145	51,620 5,726,538
8. Services Related to a Highway 8.1 Services Related to a Highway	684,563,560	0	168,598,880	0	0	0	366,334,923	149,629,757
9. Public Works Facilities and Fleet 9.1 Facilities and Fleet	3,633,105	0	401,478	0	0	0	2,294,455	937,172
10. Protection 10.1 Facilities, Vehicles, Equipment & Gear	57,726,940	0	22,365,984	0	0	1,282,740	25,558,661	8,519,554
11. Transit Services 11.1 Transit facilities, vehicles and other infrastructure	0	0	0	0	0	0	0	0
12. Parking 12.1 Municipal parking spaces	1,628,111	0	20,879	0	107,429	0	1,124,853	374,951
13. Airport 13.1 Airport facilities	27,000,000	0	4,050,000	10,800,000	529,800	6,852,000	3,576,150	1,192,050
14. Parks and Recreation 14.1 Parks & Recreation	37,433,261	0	280,665	0	2,791,995	8,299,046	24,758,477	1,303,078
15. Library Services 15.1 Library facilities, materials and vehicles	2,339,267	0	0	0	221,455	124,712	1,893,444	99,655
16. Administration 16.1 Studies - Essential Services 16.2 Studies - Community Based Services	5,214,600 1,149,700	100,000 0	117,000 637,275	0 0	195,000 51,243	0 0	3,601,950 345,887	1,200,650 115,296
17. Paramedics 17.1 Facilities, Vehicles & equipment	9,295,486	0	2,889,475	0	268,117	3,724,839	2,171,749	241,305
18. Long-Term Care 18.1 Facilities, Vehicles & equipment	4,114,160	0	3,538,160	0	57,600	0	466,560	51,840
19. Social Housing 19.1 Social housing facilities	40,291,450	0	31,579,291	0	743,447	1,277,690	6,691,022	0
20. Waste Diversion 20.1 Waste diversion facilites, vehicles, equipment and other	2,035,500	0	0	0	203,550	0	1,740,353	91,598
Total Expenditures & Revenues	\$1,198,540,624	\$100,000	\$311,683,617	\$10,800,000	\$5,169,636	\$21,561,026	\$622,107,146	\$227,119,198



Table 7-9
City of Barrie
D.C. Calculation – Retail/Non-Retail Charges
Area-specific Services – Salem & Hewitt's Secondary Plan Areas
2019 to Urban 23-year – Salem & Hewitt's Secondary Plan Areas

SERVICE	2019\$ D.C.-Eligible Cost		2019\$ D.C.-Eligible Cost			
			Non-Residential			
	Retail	Non-Retail	Retail per sq.m.	Retail per sq.ft.	Non-Retail per sq.m.	Non-Retail per sq.ft.
4. <u>Wastewater Services</u>	\$	\$	\$	\$	\$	\$
4.1 Collection Systems	6,139,123	14,411,492	30.35	2.82	18.76	1.74
5. <u>Water Services</u>						
5.1 Distribution systems	6,608,605	15,513,594	32.67	3.03	20.20	1.88
TOTAL	\$12,747,728	\$29,925,086	\$63.01	\$5.85	\$38.96	\$3.62
D.C.-Eligible Capital Cost	\$12,747,728	\$29,925,086				
Buildout Gross GFA Growth (sq.m.)	202,300	768,000				
Cost Per Non-Residential GFA (sq.m.)	\$63.01	\$38.96				



Table 7-10
City of Barrie
D.C. Calculation – Retail/Non-Retail Charges
Municipal-wide Services
2019 to 2041

SERVICE	2019\$ D.C.-Eligible Cost		2019\$ D.C.-Eligible Cost			
			Non-Residential			
	Retail	Non-Retail	Retail per sq.m.	Retail per sq.ft.	Non-Retail per sq.m.	Non-Retail per sq.ft.
	\$	\$	\$	\$	\$	\$
6. <u>Wastewater Services</u>						
6.1 Facilities	28,353,392	46,232,498	34.38	3.19	23.79	2.21
6.2 Facilities Related Debt	16,956,252	27,648,540	20.56	1.91	14.23	1.32
	45,309,645	73,881,038	54.94	5.10	38.02	3.53
7. <u>Water Services</u>						
7.1 Facilities	362,923	591,775	0.44	0.04	0.30	0.03
7.2 Facilities Related Debt	23,577,558	38,445,114	28.59	2.66	19.78	1.84
	23,940,481	39,036,889	29.03	2.70	20.08	1.87
8. <u>Services Related to a Highway</u>						
8.1 Roads and Related	132,263,731	215,666,702	160.38	14.90	110.97	10.31
9. <u>Public Works Facilities and Fleet</u>						
9.1 Facilities and Fleet	2,606,605	4,250,281	3.16	0.29	2.19	0.20
TOTAL	204,120,462	332,834,909	247.51	22.99	171.26	15.91
D.C.-Eligible Capital Cost	\$204,120,462	\$332,834,909				
23-Year Gross Population/GFA Growth (sq.m.)	824,700	1,943,400				
Cost Per Non-Residential GFA (sq.m.)	\$247.51	\$171.26				



Table 7-12
City of Barrie
D.C. Calculation – Retail/Non-Retail Charges
Municipal-wide Services
2019-2028

SERVICE	2019\$ D.C.-Eligible Cost		2019\$ D.C.-Eligible Cost			
	Retail	Non-Retail	Non-Residential		Non-Retail per sq.m.	Non-Retail per sq.ft.
			Retail per sq.m.	Retail per sq.ft.		
	\$	\$	\$	\$	\$	\$
11. <u>Transit Services</u>						
11.1 Transit facilities, vehicles and other infrastructure	2,365,847	3,515,231	6.97	0.65	4.68	0.43
12. <u>Parking</u>						
12.1 Municipal parking spaces	399,985	594,307	1.18	0.11	0.79	0.07
13. <u>Airport</u>						
13.1 Airport facilities	479,539	712,511	1.41	0.13	0.95	0.09
14. <u>Parks and Recreation</u>						
14.1 Parks & Recreation	2,351,339	3,493,675	6.93	0.64	4.65	0.43
15. <u>Library Services</u>						
15.1 Library facilities, materials and vehicles	230,081	341,860	0.68	0.06	0.45	0.04
16. <u>Administration</u>						
16.1 Studies - Essential Services	1,207,960	1,794,816	3.56	0.33	2.39	0.22
16.2 Studies - Community Based Services	257,320	382,332	0.76	0.07	0.51	0.05
17. <u>Paramedics</u>						
17.1 Facilities, Vehicles & equipment	143,417	213,092	0.42	0.04	0.28	0.03
18. <u>Long-Term Care</u>						
18.1 Facilities, Vehicles & equipment	26,068	38,732	0.08	0.01	0.05	0.00
19. <u>Social Housing</u>						
19.1 Social housing facilities	-	-	-	-	-	-
20. <u>Waste Diversion</u>						
20.1 Waste diversion facilities, vehicles, equipment and other	125,017	185,753	0.37	0.03	0.25	0.02
TOTAL	7,586,573	11,272,310	22.36	2.08	15.00	1.39
D.C.-Eligible Capital Cost	\$7,586,573	\$11,272,310				
10-Year Gross Population/GFA Growth (sq.m.)	339,300	751,500				
Cost Per Non-Residential GFA (sq.m.)	\$22.36	\$15.00				



Table 7-13
City of Barrie
Development Charge Calculation – Retail/Non-Retail Charges
Total All Services

SERVICE	2019\$ D.C.-Eligible Cost		2019\$ D.C.-Eligible Cost			
			Non-Residential			
	Retail	Non-Retail	Retail per sq.m.	Retail per sq.ft.	Non-Retail per sq.m.	Non-Retail per sq.ft.
	\$	\$	\$	\$	\$	\$
Municipal-wide Services 23 Year	204,120,462	332,834,909	247.51	22.99	171.26	15.91
Municipal-wide Services 13 Year	4,388,914	7,156,480	10.80	1.00	7.60	0.71
Municipal-wide Services 10 Year	7,586,573	11,272,310	22.36	2.08	15.00	1.39
Total Municipal-wide Services	216,095,949	351,263,698	280.67	26.08	193.86	18.01
Area Specific - Former City Municipal Boundary Areas	15,871,171	22,180,981	54.22	5.04	14.74	1.37
Area Specific - Salem & Hewitt's Secondary Plan Areas	12,747,728	29,925,086	63.01	5.85	38.96	3.62
Total Former City Municipal Boundary Areas	231,967,120	373,444,680	76.58	31.11	208.60	19.38
Total Salem & Hewitt's Secondary Plan Areas	228,843,676	381,188,784	343.68	31.93	232.82	21.63



- f) the approval of a description under section 50 of the Condominium Act; or
- g) the issuing of a building permit under the Building Code Act in relation to a building or structure.

8.3.2 Determination of the Amount of the Charge

The following conventions be adopted:

- 1) Costs allocated to residential uses will be assigned to different types of residential units based on the average occupancy for each housing type constructed during the previous decade. Costs allocated to non-residential uses will be assigned based on the amount of square feet of gross floor area constructed for eligible uses (i.e. industrial, commercial and institutional).
- 2) Costs allocated to residential and non-residential uses are based upon a number of conventions, as may be suited to each municipal circumstance, e.g.
 - for Transit Services, Parking Services, Airport, Paramedics, Administration – Essential Services, and Administration – Community Based Services the costs have been based on a population vs. employment growth ratio (75%/25%) for residential and non-residential, respectively) over the 10-year forecast period;
 - for Parks and Recreation, Library, and Waste Diversion services, a 5% non-residential attribution has been made to recognize use by the non-residential sector;
 - for Long-Term Care a 10% non-residential attribution has been made to recognize use by the non-residential sector;
 - for Social Housing, a 100% residential attribution has been made to recognize use by the residential sector only;
 - for Protection services and water and wastewater related debt, a 75% residential/25% non-residential allocation has been made based on a population vs. employment growth ratio over the 13-year forecast period;
 - for Services Related to a Highway, Public Works Facilities and Fleet, water facilities and wastewater facilities, a 71% residential/29% non-residential allocation has been made based on a population vs. employment growth ratio over the 23-year forecast period;



- residential development that results only in the enlargement of an existing dwelling unit, or that results only in the creation of up to two additional dwelling units (based on prescribed limits set out in s.2 of O.Reg. 82/98).

b) Non-statutory exemptions

- Institutional development of land, buildings or structures for College-related or University-related purposes on lands owned by and used for the purposes of the College or University but does not include student residences;
- Temporary buildings or structures shall be exempt from D.C.s;
- Development of lands owned by a non-profit institution for institutional uses by the non-profit institution for their purposes is subject to a 50% discounted D.C.; and
- One accessory building to an existing industrial building be charged \$2.33 per sq.ft. subject to indexing.

8.3.5 Phasing in

The D.C.s are recommended to be phased in for all residential charges and Whiskey Creek area-specific charges with the calculated rates effective December 1, 2019 and the rates between by-law passage and November 30, 2019 being held at the current rates based on the indexed 2014 D.C. rates. Additional schedules have been included in the draft by-law setting out the rates effective at by-law passage and December 1, 2019.

As the non-residential calculated charges, except those related to the Whiskey Creek area-specific charges, are not being phased in. Hence, the calculated rates as calculated in the background study will become effective upon by-law passage.

8.3.6 Timing of Collection

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

- D.C.s shall be calculated and payable in full on the date that the first building permit, including a conditional permit, is issued in relation to a building or structure on land to which a D.C. applies;



8.4 Other D.C. By-law Provisions

It is recommended that:

8.4.1 Categories of Services for Reserve Fund and Credit Purposes

The City's D.C. collections are currently reserved in twenty separate reserve funds:

- Services Related to a Highway;
- Water Services – facilities;
- Water Services – facilities related debt;
- Wastewater Services – facilities;
- Wastewater Services – facilities related debt;
- Protection;
- Transit;
- Stormwater Drainage & Control Services (Former City Municipal Boundary);
- Water Services – Distribution Systems (Former City Municipal Boundary);
- Wastewater Services – Collection Systems (Former City Municipal Boundary);
- Water Services – Distribution Systems (Salem & Hewitt's Secondary Plans);
- Wastewater Services – Collection Systems (Salem & Hewitt's Secondary Plans);
- Public Works Facilities and Fleet;
- Parking;
- Parks and Recreation;
- Library Services;
- Administration;
- Paramedics;
- Social Housing; and
- Stormwater Management Works and Downstream Conveyance Works – Whiskey Creek Area.

It is recommended that the City create two new reserve funds for Waste Diversion and Long-Term Care as it will commence collection for these new services. It is also recommended to rename the Administration reserve fund to Administration – Essential Services and add a new reserve fund for Administration – Community Based Services.



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

SERVICE	GROSS COST LESS BENEFIT TO EXISTING	ANNUAL LIFECYCLE EXPENDITURES	ANNUAL OPERATING EXPENDITURES	TOTAL ANNUAL EXPENDITURES
1. Stormwater Drainage and Control Services				
1.1 Channels, drainage and ponds	144,701,450	8,258,828	1,834,777	10,093,605
2. Wastewater Services				
2.1 Sewers - Former City Municipal Boundary Areas	28,245,881	1,007,145	603,732	1,610,877
3. Water Services				
3.1 Distribution systems - Former City Municipal Boundary Areas	2,769,040	303,243	1,123,613	1,426,856
4. Wastewater Services				
4.1 Sewers - Salem & Hewitt's Secondary Plan Areas	93,411,885	3,170,231	1,786,419	4,956,650
5. Water Services				
5.1 Distribution systems - Salem & Hewitt's Secondary Plan Areas	10,374,410	4,530,720	3,766,543	8,297,263
6. Wastewater Services				
6.1 Facilities	284,775,325	18,937,830	12,976,418	31,914,248
7. Water Services				
7.1 Facilities	3,292,062	162,150	17,623,775	17,785,925
8. Services Related to a Highway				
8.1 Services Related to a Highway	1,269,760,113	74,935,792	23,273,963	98,209,755
9. Public Works Facilities and Fleet				
9.1 Facilities and Fleet	23,644,434	3,164,627	433,389	3,598,016
10. Protection				
10.1 Facilities, Vehicles, Equipment & Gear	48,379,036	3,159,101	35,675,586	38,834,687
11. Transit Services				
11.1 Transit facilities, vehicles and other infrastructure	136,068,612	8,251,452	7,714,597	15,966,049
12. Parking				
12.1 Municipal parking spaces	4,170,542	1,252,827	1,342,930	2,595,757
13. Airport				
13.1 Airport facilities	22,950,000	430,273	513,144	943,417
14. Parks and Recreation				
14.1 Parks & Recreation	236,099,551	14,536,287	7,861,959	22,398,246
15. Library Services				
15.1 Library facilities, materials and vehicles	28,452,610	2,020,604	2,961,338	4,981,942
16. Administration				
16.1 Studies - Essential Services	16,116,770	-	-	-
16.2 Studies - Community Based Services	2,992,900	-	-	-
17. Paramedics				
17.1 Facilities, Vehicles & equipment	8,529,409	253,214	-	253,214
18. Long-Term Care				
18.1 Facilities, Vehicles & equipment	720,000	77,597	-	77,597
19. Social Housing				
19.1 Social housing facilities	12,238,897	705,080	-	705,080
20. Waste Diversion				
20.1 Waste diversion facilities, vehicles, equipment and other	7,671,000	304,745	1,611,154	1,915,899
Total	2,385,363,927	145,461,746	121,103,336	266,565,082



Description	Services to which the Development Charge Relates										Total
	Discounted Services - City-Wide										
	Parking	Parks and Recreation	Library Services	Administration - Essential Services	Administration - Community Based Services	Paramedics	Social Housing	Long Term Care	Airport	Waste Diversion	
Opening Balance, January 1, _____											0
Plus:											
Development Charge Collections											0
Accrued Interest											0
Repayment of Monies Borrowed from Fund and Associated Interest ¹											0
Sub-Total	0	0	0	0	0	0	0	0	0	0	0
Less:											
Amount Transferred to Capital (or Other) Funds ²											0
Amounts Refunded											0
Amounts Loaned to Other D.C. Service Category for Interim Financing											0
Credits ³											0
Sub-Total	0	0	0	0	0	0	0	0	0	0	0
Closing Balance, December 31, _____	0	0	0	0	0	0	0	0	0	0	0

¹ Source of funds used to repay the D.C. reserve fund

² See Attachment 1 for details

³ See Attachment 2 for details

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



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

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

Commensurate with the above, the City has prepared Asset Management Plans for its various services for its existing assets however, these plans did not take into account future growth-related assets. As a result, the asset management requirement for the D.C. must be undertaken in the absence of this information.

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

1. The non-D.C. recoverable portion of the projects which will require financing from municipal financial resources (i.e. taxation, rates, fees, etc.). This amount has been presented on an annual debt charge amount based on 20-year financing.
2. Lifecycle costs for the 2019 D.C. capital works have been presented based on a sinking fund basis. The assets have been considered over their estimated useful lives.
3. Incremental operating costs for the D.C. services (only) have been included.
4. The resultant total annualized expenditures are \$396.64 million.
5. Consideration was given to the potential new taxation and user fee revenues which will be generated as a result of new growth. These revenues will be



available to finance the expenditures above. The new operating revenues are estimated to be \$139.29 million. This amount, totalled with the existing operating revenues of \$480.04 million, provide annual revenues of \$619.33 million by the end of the period.

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

City of Barrie
Asset Management – Future Expenditures and Associated Revenues
2019\$

Asset Management - Future Expenditures and Associated Revenues	Sub-Total	2041 (Total)
Expenditures (Annualized)		
Annual Debt Payment on Non-Growth Related Capital ¹		70,485,553
Annual Debt Payment on Post-Period Capital ²		10,363,378
Lifecycle:		
Annual Lifecycle - City-Wide and Area-specific Services ³	\$194,686,065	
Sub-Total - Annual Lifecycle	\$194,686,065	\$194,686,065
Incremental Operating Costs (for D.C. Services)		\$121,103,336
Total Expenditures		\$396,638,332
Revenue (Annualized)		
Total Existing Revenue ⁴		\$480,041,107
Incremental Tax and Non-Tax Revenue (User Fees, Fines, Licences, etc.)		\$139,288,622
Total Revenues		\$619,329,729

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

² Interim Debt Financing for Post Period Benefit

³ All infrastructure costs included in Area Specific by-laws have been included

⁴ As per Sch. 10 of FIR



BY-LAW NUMBER 2019-____

A By-law of The Corporation of the City of Barrie to establish municipal-wide development charges for the City of Barrie and to repeal By-laws 2009-109, 2016-066 and 2014-108 and all amendments thereto.

WHEREAS pursuant to the subsection 2(1) of the Development Charges Act, 1997, c.27, a council of a municipality may pass by-laws to pay for increased capital costs required because of increased needs for services arising from development if the development of the land requires certain consents, approvals, amendments, conveyances or an issuance of a building permit;

AND WHEREAS, on June --, 2019, the Council of The Corporation of the City of Barrie approved a report entitled "City of Barrie Development Charge Background Study" dated June --, 2019, which indicates that the development of land within the City of Barrie will increase the need for services;

AND WHEREAS a public meeting has been held before passage of this by-law with notice given and sufficient information made available to the public pursuant to s.12 of the Development Charges Act, 1997;

AND WHEREAS the Council in adopting General Committee Motion 19-G-XXX on May --, 2019, directed that development charges be imposed on land under development or redevelopment within the geographical limits of the municipality as provided in this by-law;

AND WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to pass such a by-law;

AND WHEREAS, on June --, 2019, the Council approved the report entitled "City of Barrie Development Charge Background Study" dated May --, 2019, indicating that it intends that the increase in the need for services to service the anticipated development will be met;

AND WHEREAS, on June --, 2019, the Council determined that no further public meetings were required under section 12 of the Development Charges Act, 1997;



NOW THEREFORE the Council of The Corporation of the City of Barrie enacts as follows:

Definitions

1. **In this By-law:**

“Act” means the Development Charges Act, 1997, S.O. 1997, c. 27, as amended or superseded;

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

- a) does not contain any water or sewage services;
- b) is used only for accessory storage;
- c) contains an accessory use to an existing industrial use in the principal building on the same lot; and
- d) does not exceed 25% of the existing principal building or 500m² whichever is less.

“accessory dwelling” means a self-contained residential unit that is subordinate in purpose to another residential dwelling unit upon the same lot;

“apartment dwelling unit” means any residential dwelling unit within a building containing more than four dwelling units where the residential units are connected by an interior corridor, but does not include special care/special need dwelling unit. Despite the foregoing, an apartment dwelling includes stacked townhouse dwellings;

“back-to-back townhouse dwelling” means a building containing four or more dwelling units separated vertically by a common wall, including a rear common wall, that do not have rear yards.

“bedroom” means a room which can be used as sleeping quarters but does not include a kitchen, bathroom, living room or dining room, but may include a den or study;

“City” means the Corporation of the City of Barrie;

“dwelling unit” means a suite operated as a housekeeping unit used or intended to be used as a domicile by one or more persons and usually containing cooking, eating, living, sleeping and sanitary facilities;



“Development Charges Act” means the Development Charges Act, 1997, S.O. 1997, c. 27, as amended or superseded;

“existing industrial building” means a building used for or in connection with,

- a) manufacturing, producing, processing, storing or distributing something,
- b) research or development in connection with manufacturing, producing or processing something.
- c) retail sales by a manufacturer, producer or processor of something they manufactured, produced or processed, if the retail sales are at the site where the manufacturing, producing or processing takes place,
- d) office or administrative purposes, if they are,
 - (i) carried out with respect to manufacturing, producing, processing, storage or distributing of something, and
 - (ii) in or attached to the building or structure used for that manufacturing, producing, processing, storage or distribution.

provided that such industrial building or buildings existed on a lot in the City of Barrie;

“gross floor area (gfa)” means the sum total of the total areas of the floors whether above or below grade, measured between the exterior faces of the exterior walls, including part walls, of the building or from the center line of a common wall separating two uses and;

- (i) includes the area of a mezzanine as defined in the Ontario Building Code;
- (ii) excludes those areas used exclusively for parking garages or structures; and
- (iii) includes those areas covered by roofs or roof-like structures, but does not include a canopy or covered patios associated with a restaurant;

“industrial use” means lands, buildings or structures or units within such buildings or structures to be developed within an industrial zone and described in the list of uses under the “Industrial” category set out in Section 7.2.1 of the City of Barrie’s Zoning By-law 2009-141, or any successor thereto;

“institutional use” means, notwithstanding any other provisions of this By-law, lands, buildings or structures used or designed or intended for use by an organized body, society or religious group for promoting a public or non-profit purpose;



“live/work unit” means a unit which contains separate residential and non-residential areas intended for both residential and non-residential uses concurrently and shares a common wall or floor with direct access between the residential and non-residential areas.

“local board” has the meaning set out in Section 1 of the Development Charges Act;

“mixed-use buildings” means land, buildings or structures used, or designed or intended for use, for a combination of non-residential and residential uses, including, but not limited to a live/work unit;

“non profit institution” means:

- a) a "registered charity" as defined in subsection 248(1) of the Income Tax Act, R.S.C. 1985, c. 1 (5th Supp.), as amended;
- b) a corporation that is a non-profit organization for the purposes of paragraph 57(l)(b) of the Corporations Tax Act, R.S.O. 1990, c. C.40; or
- c) a "religious organization" as defined in subsection 1(1) of the Religious Organizations' Lands Act, R.S.O. 1990, c. R.23;

“non-residential (or a non-residential use)” means lands, buildings, or structures, or portions thereof designed, adopted or used for any purpose other than residential use and includes the non-residential portion of a live/work unit;

"non-retail uses" means all non-residential uses other than retail uses and shall include offices;

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

“Official Plan” means the Official Plan of the City and any amendments thereto;

“Ontario Building Code” means the Building Code Act, 1992, S.O. 1992, c.23 as amended or superseded;



“other multiple dwelling units” means all dwelling units other than single detached dwelling units, semi-detached dwelling units, and apartment dwelling units. It does include, but is not limited to, back-to-back townhouse dwellings, row dwellings and the residential component of live/work units;

“owner” means the owner of land or a person who has made application for an approval for the development of land;

“parking structure/garage” means a building provided exclusively for the purpose of vehicle parking;

“Planning Act” means the Planning Act, R.S.O. 1990, c. P.13, as amended or superseded;

“residential development” means land, buildings or portions thereof used, designed or intended to be used as living accommodations for one or more individuals, and shall include a single detached dwelling, a semi-detached dwelling, an other multiple dwelling unit, an apartment dwelling unit, a special care/special dwelling unit, an accessory dwelling, and the residential portion of a mixed-use building;

“residential use” means lands, buildings, or structures designed or intended to be used as living accommodation for one or more individuals;

“retail use” means land, buildings or portions thereof used, designed or intended for use for the purpose of:

- (i) offering foods, wares, merchandise, substances, articles or things for sale directly or
- (ii) providing entertainment to the public and includes the rental of wares, merchandise, substances, article or things
- (iii) offices and storage in connection with or related or ancillary to such retail uses.

Retail uses include, but are not limited to:

- (iv) conventional restaurants, fast food restaurants, concert halls, theatres, cinemas, movie houses, automotive fuel stations with or without service facilities, specialty automotive shops, auto repairs, collision services, car or truck washes, auto dealerships, shopping centres, including more than two stores attached and



under one ownership, department/discount stores, banks and similar financial institutions, including credit unions (excluding freestanding bank kiosks), warehouse clubs and retail warehouses;

“school board” means a board as defined in Section 1(1) of the Education Act;

“semi-detached dwelling unit” means a dwelling unit in a residential building consisting of two dwelling units having one vertical wall, but no other parts, attached to another dwelling unit where the residential units are not connected by an interior corridor;

“services” means services designated in this By-law;

“single detached dwelling unit” means a residential building consisting of one dwelling unit and not attached to another structure.

“special care/special need dwelling unit” means a unit intended for residential use, in a building containing more than three (3) such units, which units have a common enclosed entrance, where the occupants have the right to use in common halls, stairs, yards, common rooms and accessory buildings, which units may or may not have exclusive sanitary and/or culinary facilities and are designed to accommodate individuals with special needs, including an independent long-term living arrangement, where support for services such as meal preparation, grocery shopping, laundry, housekeeping, nursing, respite care and attendant services are provided at various levels;

“stacked townhouse dwelling” means a building containing two or more dwelling units where each dwelling unit is separated horizontally and/or vertically from another dwelling unit by a common wall or floor.

“temporary building or structure” means a building or structure which is designed, used or intended for non-residential uses that is constructed, erected or placed upon lands and which is demolished or removed from the lands within three (3) years of building permit issuance (or such extended term permitted by the City) and includes, but is not limited to, sales offices, office trailers, industrial tents, and temporary or seasonal structures such as tents, awnings and environmental coverings.



2. Designation of Services

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

- a) Protection
- b) Services Related to a Highway
- c) Public Works Facilities and Fleet
- d) Transit
- e) Parking
- f) Parks and Recreation
- g) Library Services
- h) Administration – Essential Services
- i) Administration – Community Based Services
- j) Paramedics
- k) Social Housing
- l) Long-term Care
- m) Waste Diversion
- n) Airport
- o) Water Services – Facilities
- p) Water Services – Facilities Related Debt
- q) Wastewater Services – Facilities
- r) Wastewater Services – Facilities Related Debt
- s) Water Services – Distribution Systems – Salem & Hewitt's Secondary Plan Areas
- t) Wastewater Services – Collection Systems – Salem & Hewitt's Secondary Plan Areas
- u) Water Services – Distribution Systems – Former City Municipal Boundary Areas
- v) Wastewater Services – Collection Systems – Former City Municipal Boundary Areas
- w) Stormwater Drainage and Control Services – Former City Municipal Boundary Areas
- x) Whiskey Creek Stormwater – Area Specific



3. Lands Affected

Where permitted pursuant to the provisions of the Development Charges Act, 1997, and not otherwise prohibited by such Act, or otherwise exempted by the provisions of this By-law, this By-law applies to all land, buildings and structures within the City of Barrie.

4. Approvals for Development

- a) Development Charges shall be imposed on all land, buildings or structures that are developed for Residential or Non-Residential Uses if the Development requires:
 - (i) the passing of a Zoning By-law or of an amendment to a Zoning By-law under section 34 of the Planning Act;
 - (ii) the approval of a minor variance under section 45 of the Planning Act;
 - (iii) a conveyance of land to which a by-law passed under subsection 50(7) of the Planning Act applies;
 - (iv) the approval of a plan of subdivision under section 51 of the Planning Act;
 - (v) a consent under section 53 of the Planning Act;
 - (vi) the approval of a description under section 9 of the Condominium Act, S.O. 1998, c. C.19, as amended, or any successor thereof; or
 - (vii) the issuing of a permit under the Building Code Act in relation to a building or structure.
- b) No more than one development charge for each Service designated in section 2 shall be imposed upon any land, buildings or structures to which this By-law applies even though two or more of the actions described in section 4(a) are required before the land, buildings or structures can be developed.
- c) Despite section 4(b), if two or more of the actions described in section 4(a) occur at different times, and if the subsequent action has the effect of increasing the need for municipal services as designated in this by-law, an



additional development charge shall be calculated in accordance with the provisions of this by-law.

5. Calculation of Development Charges

- a) Subject to the provisions of this by-law, development charges against land shall be calculated and collected in accordance with the rates set out in Schedules B-1, B-2, C-1, C-2, D-1, and D-2 as applicable.
- b) The development charge with respect to the use of any land, buildings or structures shall be calculated as follows:
 - (i) in the case of residential development or redevelopment, or the residential portion of a mixed-use development, based upon the number and type of dwelling units;
 - (ii) in the case of non-residential development or redevelopment, or the non-residential portion of a mixed-use development or redevelopment, based on the gross floor area of such development or redevelopment.
- c) In the event that it is not possible for the Treasurer or his/her designate to determine with sufficient specificity the category of intended use for proposed buildings or structures or units within such buildings or structures thereof for which an application for building permit has been received within an industrial use as defined within the City of Barrie's Zoning By-law 2009-141, or any successor thereto, the proposed use shall be deemed to be a non-retail use for purposes of calculation of the development charge.
- d) In the event that at the time of the approval for occupancy of such buildings or structures or units within such buildings or structures, it can be determined with sufficient specificity that the use falls within the definition of a use other than a non-retail use as set out in this by-law then the applicant shall be required to pay an additional amount being the difference between the development charges eligible for retail uses and the non-retail use.

6. Phase-in of Development Charges

Development charges shall be phased in during the term of this by-law in accordance with the phasing of development charges indicated in Schedules B-1, B-2, C-1, C-2, D-1, and D-2.



7. Amount of Development Charges

a) Residential

The Development Charges set out in Schedules B-1, B-2, C-1, and C-2 shall be imposed on Residential Uses of land, buildings or structures, including a Dwelling Unit accessory to a Non-Residential Use and, in the case of a mixed use building or structure, on the Residential Uses in the mixed use building or structure, including the residential component of a Live/Work unit, according to the type of residential unit and calculated with respect to each of the Services according to the type of Residential Use.

b) Non-Residential

The Development Charges set out in Schedules B-1, B-2, C-1, and C-2 shall be imposed on Non-Residential Uses of land, buildings or structures and in the case of a mixed-use building, on the non-residential component of the mixed-use building, including the non-residential component of a Live/Work unit, according to the type and gross floor area of the non-residential component.

c) Residential and Non-Residential within the Whiskey Creek Area

The Development Charges set out in Schedules D-1 and D-2 shall be imposed on both residential and non-residential uses of land, buildings or structures, according to the

8. Timing of Calculation and Payment of Development Charges

- a) Subject to the exemptions set out in this By-law or by statute or regulation, development charges shall be calculated and payable in full in money or by provision of services as may be agreed upon, or by credit granted by the Development Charges Act, 1997 on the date that the first building permit including a conditional permit is issued in relation to a building or structure on land to which a development charge applies with respect to any new or additional gross floor area or any additional dwelling units, or in a manner or at a time otherwise lawfully agreed upon.



- b) 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.
- c) Notwithstanding subsections (a) and (b), the payment of development charges may be deferred for any permit or conditional permit that authorizes the construction of only the underground portions of a building.
- d) Notwithstanding subsections (a), (b), and (c), a residential development charge with respect to:
 - (i) Services Related to a Highway (formerly Roads);
 - (ii) Water Services – Facilities;
 - (iii) Water Services - Facility Related Debt;
 - (iv) Wastewater Services – Facilities;
 - (v) Wastewater Services - Facilities Related Debt;
 - (vi) Former City Municipal Boundary Areas (where applicable):
 - a. Stormwater Drainage and Control Services
 - b. Water Services – Distribution Systems
 - c. Wastewater Services – Collection Systems
 - (vii) Salem & Hewitt's Secondary Plan Areas (where applicable):
 - a. Water Services – Distribution Systems
 - b. Wastewater Services – Collection Systems,
 - (viii) Whiskey Creek - Stormwater

as set out in Schedules B-1, B-2, C-1, C-2, D-1, and D-2 attached, are payable, with respect to an approval of a plan of subdivision or a severance under section 51 or 53 of the Planning Act, immediately upon entering into the subdivision/consent agreement, based upon the number and type of residential lots created, and, in the case of subdivision blocks, based on the maximum zoned capacity of each block pursuant to the City of Barrie's Zoning By-law 2009-141 as amended or any successor thereto.

- e) Development Charges will be calculated at the current rate in effect on the day prior to issuance of the building permit or revision to building permit
- f) If construction has not begun after 24 months from the date of issuance of a building permit (conditional or full), a top-up to the rate in effect at that time will apply



9. Indexing of Development Charges

The development charges set out in Schedules B-1, B-2, C-1, C-2, D-1 and D-2 of this By-law shall be adjusted annually without amendment to this By-law, commencing on January 1, 2020, by the percentage change during the preceding year, as recorded in the Statistics Canada's Construction Cost Index (non-residential building – table 18-10-0135-01) , as may be amended or replaced from time to time.

10. Accounting for Development Charges

- a) Any development charges paid pursuant to this By-law shall be maintained separately from all other revenues or receipts of the City.
- b) The Treasurer of the City shall maintain these monies in separate reserve funds as set out in section 2 “Designation of Services” of this By-law for the services identified in this By-law and shall only permit the monies to be expended in accordance with the provisions of s.35 of the Development Charges Act, 1997:
- c) The Treasurer shall provide the Council with an annual statement, on a date directed by the Council, in respect of the reserve funds established under this By-law. This statement shall contain the required information, as set out in s.s.12(1) of O.Reg. 82/98.

11. Exemptions and Discounts

- a) The following designated categories of uses are exempt or discounted from the imposition of development charges otherwise payable under this By-law as noted below:
 - (i) All residential building permits not resulting in the creation of an additional dwelling unit;
 - (ii) No development charge shall be imposed where the only effect of an action referred to in Section 4 of this By-law is to:
 - a. permit an enlargement to an existing dwelling unit;



- b. permit the creation of one or two additional dwelling units within or to an existing or to be constructed single detached dwelling; or
 - c. permit one additional dwelling unit within or to an existing or to be constructed semi-detached dwelling or a row dwelling; or
 - d. permit one additional dwelling unit within or to any other existing residential building.
- (iii) Notwithstanding (ii) (b) above, development charges shall be imposed if the total gross floor area of the additional one or two units exceeds the gross floor area of the existing dwelling unit.
- (iv) Notwithstanding (ii) (c) and (d) above, development charges shall be imposed if the additional unit has a gross floor area greater than:
 - a. in the case of a semi-detached or row dwelling, the gross floor area of the existing dwelling unit; and
 - b. in the case of any other residential building, the gross floor area of the smallest dwelling unit contained in the said residential building.
- (v) The exemption to development charges in (ii) (c) & (d) above shall only apply to the first instance of intensification in an existing dwelling. The addition of a second suite is considered intensification.
- (vi) Subject to (iii), (iv) and (v) above, any exemption under (ii) above shall apply to the smallest dwelling unit, as determined by applicable rates under this By-law.
- (vii) Notwithstanding subsections (i) to (vi) inclusive, if lands, building(s) and/or structure(s) of the subject development was exempt from or not required to pay development charges, no reduction against development charges will be allowed. This includes redevelopment where a demolished dwelling contained a second suite"



- (viii) Land owned by and used for the purposes of The Corporation of the City of Barrie, any other municipality, the Simcoe County District School Board, the Simcoe-Muskoka Catholic District School Board (and any other school board defined in section 1(1) of the Education Act), or any local board or commission;
- (ix) Temporary Buildings or Structures shall be exempt from the provisions of this By-law. In the event that a Temporary Building or Structure becomes protracted, it shall be deemed not to be nor ever to have been a Temporary Building or Structure, and the Development Charges rate acquired to be paid under this By-law shall become payable on the date the Temporary Building or Structure becomes Protracted.
- (x) Institutional development of land, buildings or structures owned by a College of applied arts and technology established pursuant to the Ministry of Training, Colleges and Universities Act, R.S.O. 1990, c. M. 19, and used for teaching-related purposes on lands owned by and used for the purposes of the College but does not include student residences;
- (xi) Institutional development of land, buildings or structures owned by a university established by an Act of the Legislative Assembly of Ontario, and used for teaching-related purposes on lands owned by and used for the purposes of the University, but does not include student residences;
- (xii) No development charge shall be imposed on development constituting one or more enlargements of an existing industrial building as defined herein, where attached, up to a maximum of fifty percent (50%) of its gross floor area of the existing industrial building.
 - a. Where a proposed enlargement exceeds fifty percent (50%) of the gross floor area of an existing industrial building, development charges are payable on the amount by which the proposed enlargement exceeds fifty percent (50%) of the gross floor area before the enlargement.



- b. The cumulative total of the gross floor area previously exempted hereunder shall not be included in the determination of the amount of the exemption applicable to any subsequent enlargement and shall be calculated on the basis of the site as it existed on the date immediately prior to the first exemption hereunder.
 - c. Where a subdivision of the site subsequent to any enlargement previously exempted hereunder results in the existing industrial building being on a lot separate from the development previously, further exemptions, if any, pertaining to the existing industrial building shall be calculated on the basis of the site as it existed on the date immediately prior to the first exemption hereunder.
 - b) If a development involves the demolition of and replacement of a building or structure within 60 months of the demolition permit being issued, or the conversion from one principal use to another, the developer shall be allowed a credit equivalent to:
 - (i) the number of dwelling units demolished/converted multiplied by the applicable residential development charge in place at the time the development charge is payable, and/or
 - (ii) the gross floor area of the building demolished/converted multiplied by the current non-residential development charge in place at the time the development charge is payable. The credit can, in no case, exceed the amount of the development charge that would otherwise be payable;
- provided that such amounts shall not exceed, in total, the amount of the Development Charges otherwise payable with respect to the Redevelopment. For greater certainty, any amount of the reductions set out above that exceed the amount of Development Charges otherwise payable with respect to the Redevelopment shall be reduced to zero and shall not be transferred to any other Development or Redevelopment.
- c) If the redevelopment is subject to Whiskey Creek area specific charges for Stormwater Management Works and Downstream Conveyance Works, then the following applies:



- (i) No credit shall be given with respect to the area specific charges for Stormwater Management Works and Downstream Conveyance Works, if all or part of a residential or non-residential building or structure is demolished.
- (ii) Notwithstanding subsection 10(c)(i), if a development charge has previously been paid under Schedules D-1 and D-2 or a predecessor by-law for the Whiskey Creek Downstream Conveyance Works in respect of development or land, and the land is being redeveloped:
 - a. The development charge payable in respect of the redevelopment will be calculated under this by-law;
 - b. The development charge determined under paragraph (ii)(a) will be reduced by a credit equivalent to the development charge previously paid in respect of the land provided that the owner provides proof of payment satisfactory to the City of Barrie and the credit does not exceed the development charge determined under paragraph (ii)(a).
- d) Where a building or structure ("former premises") is released by another building or structure on the same site prior to demolition of the former premises, the owner of the building or structure who has paid a development charge on the construction of the replacement building may submit a request to the Treasurer of the Finance Department for a refund from the development charge reserve funds for all or part of the development charge paid under this by-law, or a predecessor by-law. The refund shall be granted so long as:
 - (i) the former premises is lawfully demolished or removed from the land within thirty-six (36) months from the date the interior final inspection process has been closed by the Chief Building Officially or an occupancy permit has been issued where applicable for the replacement building or structure; and
 - (ii) the replacement building uses the existing municipal service which serviced the former premises.



The refund shall be calculated by determining the development charge that would be payable at the current rate at the time the demolition permit is issued, in respect of the former premises (by using the applicable current rate for the particular type of non-residential premises or dwelling units demolished) as if those former premises were currently being constructed, erected or placed for the first time. The refund shall be paid after confirmation that the former premises have been demolished.

- e) The following designated categories of uses are subject to discounted development charges as noted below:
 - (i) notwithstanding the table of development charges set out in Schedules B-1, B-2, C-1 and C-2, development of lands owned by a non-profit institution for institutional uses by the non-profit institution for their own purposes as to 50% of the development charge chargeable;
 - (ii) Notwithstanding the table of development charges set out in Schedules B-1 and B-2, one accessory building to an existing industrial building be charged \$2.33 per square foot subject to indexing in accordance with Section “8” “Indexing of Development Charges”.
- f) Notwithstanding the development charges set out in Schedules B-1, B-2, C-1, and C-2, a 40% discount of the development charges otherwise applicable shall be provided for the following uses as described in the City's zoning by-law 2009-141 as amended: Bakery, Concrete Product Manufacturing; Concrete Ready Mix Plant; Foundry; Manufacturing and Processing in Wholly Enclosed Buildings; Manufacturing, Refining, or Rendering of Noxious Products; Medical Marihuana Production Facility/ Cannabis Production Facility; Printing and Publishing, Research/Development Facility, Excavation and Processing of Mineral Aggregate Resources, Office, Conference Centre, as well as Data Processing Centre, for lands for which a building permit is issued on or before October 31, 2019.

12. By-law Registration

A certified copy of this By-law may be registered on title to any land to which this by-law applies.



13. By-law Administration

This By-law shall be administered by the Treasurer of The Corporation of the City of Barrie.

14. Short Title

This By-law may be referred to as the Barrie City-Wide and Area Specific Development Charges By-law.

15. Date By-law Effective

This By-law comes into force on the date following the date of its passage by the Council of the Corporation of the City of Barrie.

16. Headings

The headings in this By-law form no part of this By-law and shall be deemed to be inserted for convenience of reference only.

17. Severability

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

18. Schedules

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

- Schedule A - Components of Services Designated in Section 2
- Schedule B-1 - Residential and Non-Residential Development Charges for “Hard Services” effective June --, 2019 to November 30, 2019
- Schedule B-2 - Residential and Non-Residential Development Charges for “Soft Services” effective June --, 2019 to November 30, 2019
- Schedule C-1 - Residential and Non-Residential Development Charges for “Hard Services” effective December 1, 2019



- Schedule C-2 - Residential and Non-Residential Development Charges for “Soft Services” effective December 1, 2019
- Schedule D-1 - Schedule of Area Specific Development Charges for Whiskey Creek Stormwater Management Works and Downstream Conveyance Works effective June --, 2019 to November 30, 2019
- Schedule D-2 - Schedule of Area Specific Development Charges for Whiskey Creek Stormwater Management Works and Downstream Conveyance Works effective December 1, 2019
- Schedule E - Map of Whiskey Creek Area
- Schedule F - Map of Whiskey Creek Area by Detailed Development Areas - Areas in which Area Specific Development Charges for Whiskey Creek Stormwater Management Works and Downstream Conveyance Works Apply
- Schedule G - Map of Former City Municipal Boundary Areas
- Schedule H - Map of Salem Secondary Plan Area
- Schedule I - Map of Hewitt’s Secondary Plan Area

19. By-laws 2014-108, 2016-066 and 2009-109

By-laws 2014-108, 2016-066 and 2009-109 and all amendments thereto are hereby repealed on the date this By-law comes into effect.

20. Expiry

This By-law shall expire and be deemed to be repealed on June --, 2024.



READ a first and second time this -- day of June, 2019.

READ a third time and finally passed this -- day of June, 2019.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR – JEFF LEHMAN

CITY CLERK – DAWN A. MCALPINE



By-law Number [2019-XXX]
SCHEDULE A
COMPONENTS OF SERVICES DESIGNATED IN SECTION 2

100% Eligible Services – Area Specific – Whiskey Creek

Stormwater Management Pond Works and Downstream Conveyance Works

100% Eligible Services - Area Specific – Former City Municipal Boundary Areas

Stormwater Drainage and Control Services

Water Services

 Distributions Systems

Wastewater Services

 Collection Systems

100% Eligible Services - Area Specific – Salem & Hewitt's Secondary Plan Areas

Water Services

 Distributions Systems

Wastewater Services

 Collection Systems

100% Eligible Services - Municipal Wide

Water Services

 Facilities

 Facilities Related Debt

Wastewater Services

 Facilities

 Facilities Related Debt

Services Related to a Highway

 Roads

Public Works Facilities and Fleet

 Depots and Domes

 Roads and Related Vehicles

Protection

 Fire Facilities

 Fire Vehicles

 Fire Small Equipment and Gear



- Police Facilities
- Police Vehicles
- Police Small Equipment and Gear

Transit

- Transit Facilities
- Transit Vehicles
- Transit Shelters

90% Eligible Services

Library Services

- Public Facilities
- Library Collection Materials

Administration

- Studies – Essential Services
- Studies – Community Based Services

Parks and Recreation

- Parkland Development
- Parks Vehicles and Equipment

Recreation Facilities

- Paramedics
- Paramedics Facilities
- Paramedics Vehicles

Parking

- Parking Spaces

Social Housing

- Social Housing Units

Waste Diversion

- Waste Diversion Facilities
- Waste Diversion Vehicles & Equipment
- Waste Diversion Carts & Containers

Long-term Care

- Long-term Care Facilities

Airport

- Airport Facilities
- Airport Vehicles & Equipment



By-law Number [2019-XXX]

SCHEDULE B-1

Residential and Non-residential Development Charges for "Hard Services" Effective June --, 2019 to November 30, 2019

Service	Single and Semi-Detached Dwelling	Other Multiples	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Retail (per sq.m. of Gross Floor Area)	Non-Retail (per sq.m. of Gross Floor Area)	Retail (per sq.ft. of Gross Floor Area)	Non-Retail (per sq.ft. of Gross Floor Area)
Municipal Wide "Hard Services":								
Services Related to a Highway	18,701	13,981	11,531	8,245	160.38	110.97	14.90	10.31
Public Works Facilities and Fleet	617	461	380	272	3.16	2.19	0.29	0.20
Protection	723	541	446	319	10.80	7.60	1.00	0.71
Transit Services	594	444	366	262	6.97	4.68	0.65	0.43
Waste Diversion	-	-	-	-	0.37	0.25	0.03	0.02
Administration - Essential Services	349	262	215	153	3.56	2.39	0.33	0.22
Wastewater Services - Facilities	1,488	1,113	917	656	34.38	23.79	3.19	2.21
Wastewater Services - Facilities Related Debt	4,368	3,265	2,693	1,926	20.56	14.23	1.91	1.32
Water Services - Facilities	662	495	408	292	0.44	0.30	0.04	0.03
Water Services - Facilities Related Debt	7,513	5,614	4,633	3,312	28.59	19.78	2.66	1.84
Total Municipal Wide "Hard Services"	35,015	26,176	21,589	15,437	269.21	186.18	25.01	17.30
Area Specific "Hard Services"								
Former City Municipal Boundary Areas:								
Stormwater Drainage and Control Services	4,056	3,032	2,501	1,788	34.96	9.50	3.25	0.88
Wastewater Services - Collection Systems	12	8	7	5	14.09	3.83	1.31	0.36
Water Services - Distribution Systems	753	563	464	332	5.17	1.41	0.48	0.13
Total Area Specific "Hard Services" Former City Municipal Boundary Areas	4,821	3,603	2,972	2,125	54.22	14.74	5.04	1.37
Total "Hard Services" - Former City Municipal Boundary Areas	39,836	29,779	24,561	17,562	323.43	200.92	30.05	18.67
Area Specific "Hard Services"								
Salem & Hewitt's Secondary Plan Areas:								
Wastewater Services - Collection Systems	2,853	2,133	1,759	1,258	30.35	18.76	2.82	1.74
Water Services - Distribution Systems	2,855	2,134	1,760	1,259	32.67	20.20	3.03	1.88
Total Area Specific "Hard Services" - Salem & Hewitt's Secondary Plan Areas	5,708	4,267	3,519	2,517	63.01	38.96	5.85	3.62
Total "Hard Services" - Salem & Hewitt's Secondary Plan Areas	40,723	30,443	25,108	17,954	332.22	225.14	30.86	20.92



By-law Number [2019-XXX]

SCHEDULE B-2

Residential and Non-residential Development Charges for "Soft Services" Effective June --, 2019 to November 30, 2019

Service	Single and Semi-Detached Dwelling	Other Multiples	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Retail (per sq.m. of Gross Floor Area)	Non-Retail (per sq.m. of Gross Floor Area)	Retail (per sq.ft. of Gross Floor Area)	Non-Retail (per sq.ft. of Gross Floor Area)
Municipal Wide "Soft Services":								
Parking	255	191	157	112	1.18	0.79	0.11	0.07
Airport	-	-	-	-	1.41	0.95	0.13	0.09
Parks and Recreation	6,097	4,558	3,760	2,689	6.93	4.65	0.64	0.43
Library Services	553	414	341	244	0.68	0.45	0.06	0.04
Administration - Community Based Services	74	55	46	33	0.76	0.51	0.07	0.05
Paramedics	80	60	50	35	0.42	0.28	0.04	0.03
Social Housing	216	162	133	95	-	-	-	-
Long Term Care	-	-	-	-	0.08	0.05	0.01	0.00
Total Municipal Wide "Soft Services"	7,275	5,440	4,487	3,208	11.46	7.68	1.06	0.71



By-law Number [2019-XXX]

SCHEDULE C-1

Residential and Non-residential Development Charges for "Hard Services" Effective December 1, 2019

Service	Single and Semi-Detached Dwelling	Other Multiples	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Special Care/Special Dwelling Units	Retail (per sq.m. of Gross Floor Area)	Non-Retail (per sq.m. of Gross Floor Area)	Retail (per sq.ft. of Gross Floor Area)	Non-Retail (per sq.ft. of Gross Floor Area)
Municipal Wide "Hard Services":									
Services Related to a Highway	27,651	21,888	15,486	10,871	9,365	160.38	110.97	14.90	10.31
Public Works Facilities and Fleet	545	431	305	214	185	3.16	2.19	0.29	0.20
Protection	1,831	1,449	1,025	720	620	10.80	7.60	1.00	0.71
Transit Services	1,153	913	646	453	390	6.97	4.68	0.65	0.43
Waste Diversion	386	306	216	152	131	0.37	0.25	0.03	0.02
Administration - Essential Services	589	466	330	232	199	3.56	2.39	0.33	0.22
Wastewater Services - Facilities	5,928	4,692	3,320	2,331	2,008	34.38	23.79	3.19	2.21
Wastewater Services - Facilities Related Debt	3,545	2,806	1,985	1,394	1,201	20.56	14.23	1.91	1.32
Water Services - Facilities	76	60	43	30	26	0.44	0.30	0.04	0.03
Water Services - Facilities Related Debt	4,929	3,902	2,760	1,938	1,669	28.59	19.78	2.66	1.84
Total Municipal Wide "Hard Services"	46,633	36,913	26,116	18,335	15,794	269.21	186.18	25.01	17.30
Area Specific "Hard Services"									
Former City Municipal Boundary Areas:									
Stormwater Drainage and Control Services	6,466	5,118	3,621	2,542	2,190	34.96	9.50	3.25	0.88
Wastewater Services - Collection Systems	1,135	898	636	446	384	14.09	3.83	1.31	0.36
Water Services - Distribution Systems	417	330	234	164	141	5.17	1.41	0.48	0.13
Total Area Specific "Hard Services" Former City Municipal Boundary Areas	8,018	6,346	4,491	3,152	2,715	54.22	14.74	5.04	1.37
Total "Hard Services" - Former City Municipal Boundary Areas	54,651	43,259	30,607	21,487	18,509	323.43	200.92	30.05	18.67
Area Specific "Hard Services"									
Salem & Hewitt's Secondary Plan Areas:									
Wastewater Services - Collection Systems	4,980	3,942	2,789	1,958	1,687	30.35	18.76	2.82	1.74
Water Services - Distribution Systems	5,361	4,244	3,002	2,108	1,816	32.67	20.20	3.03	1.88
Total Area Specific "Hard Services" - Salem & Hewitt's Secondary Plan Areas	10,341	8,186	5,791	4,066	3,503	63.01	38.96	5.85	3.62
Total "Hard Services" - Salem & Hewitt's Secondary Plan Areas	56,974	45,099	31,907	22,401	19,297	332.22	225.14	30.86	20.92



By-law Number [2019-XXX]

SCHEDULE C-2

Residential and Non-residential Development Charges for "Soft Services" Effective December 1, 2019

Service	Single and Semi-Detached Dwelling	Other Multiples	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Special Care/Special Dwelling Units	Retail (per sq.m. of Gross Floor Area)	Non-Retail (per sq.m. of Gross Floor Area)	Retail (per sq.ft. of Gross Floor Area)	Non-Retail (per sq.ft. of Gross Floor Area)
Municipal Wide "Soft Services":									
Parking	195	154	109	77	66	1.18	0.79	0.11	0.07
Airport	234	185	131	92	79	1.41	0.95	0.13	0.09
Parks and Recreation	7,259	5,746	4,065	2,854	2,458	6.93	4.65	0.64	0.43
Library Services	710	562	398	279	240	0.68	0.45	0.06	0.04
Administration - Community Based Services	125	99	70	49	42	0.76	0.51	0.07	0.05
Paramedics	210	166	118	83	71	0.42	0.28	0.04	0.03
Social Housing	626	496	351	246	212	-	-	-	-
Long Term Care	38	30	21	15	13	0.08	0.05	0.01	0.00
Total Municipal Wide "Soft Services"	9,397	7,438	5,263	3,695	3,181	11.46	7.68	1.06	0.71



By-law Number [2019-XXX]

SCHEDULE C-1

Schedule of Municipal Services for Whiskey Creek Stormwater Management Works and Downstream Conveyance Works
Area

Effective June --, 2019 to November 30, 2019

No.	Development Areas	Total D.C. Eligible Costs
1A	Barrie - Bryne Developments - Industrial (formerly Lorne Properties - Industrial)	\$993,248
1B	Barrie - Bryne Developments - Commercial (formerly Lorne Properties - Commercial)	\$276,606
1C	Barrie - Bryne Developments - Commercial (formerly Lorne Properties - Commercial)	\$516,297
1D	1074243 Ontario Limited - Industrial (formerly Lorne Properties - Industrial)	\$382,668
1E	1074243 Ontario Limited - Industrial (formerly Lorne Properties - Industrial)	\$151,862
1F	Discovery Daycare *	\$47,370
2	Harvie Island Estates - Residential (formerly Lorne Properties - to Res) *	\$176,890
3	Mason Homes Ltd.*	\$1,931,251
4	ASV Enterprises - Townhouse (formerly Lorne Properties - Townhouse) *	\$82,151
5	Future Dev - Residential	\$73,437
6A	Sunfield Homes (Mapleview III):	\$594,491
6B	Pratt/Hansen*	\$298,588
7	Future Res - Allandale Vet	\$27,927
8	Future Comm - Allandale Vet	\$186,657
9	Jarlette *	\$114,643
10A	Rob-Geoff *	\$356,547
10B	541 Essa Rd.	\$5,822
11A	Pratt Construction (Pratt-Holly Meadows) *	\$229,465
11B	27 Holdings *	\$351,890
12A	Essa - Ferndale Development	\$82,685
12B	Pratt Ferndale Townhouse *	\$41,898
12C	430 Essa Rd.	\$21,147
12D	440 Essa Rd.	\$16,005
13	Beacon Subdivision *	\$135,626
14	Future Residential	\$161,735
15A	Bell Media Site (CKVR Lands - Station Lands)*	\$64,033
15B	Bell Media Site (CKVR Lands)	\$576,297

* Development areas (in whole or in part) which have already provided securities to the City, or have already paid development charges under prior by-laws



By-law Number [2019-XXX]

SCHEDULE C-2

Schedule of Municipal Services for Whiskey Creek Stormwater Management Works and Downstream Conveyance Works

Area

Effective December 1, 2019

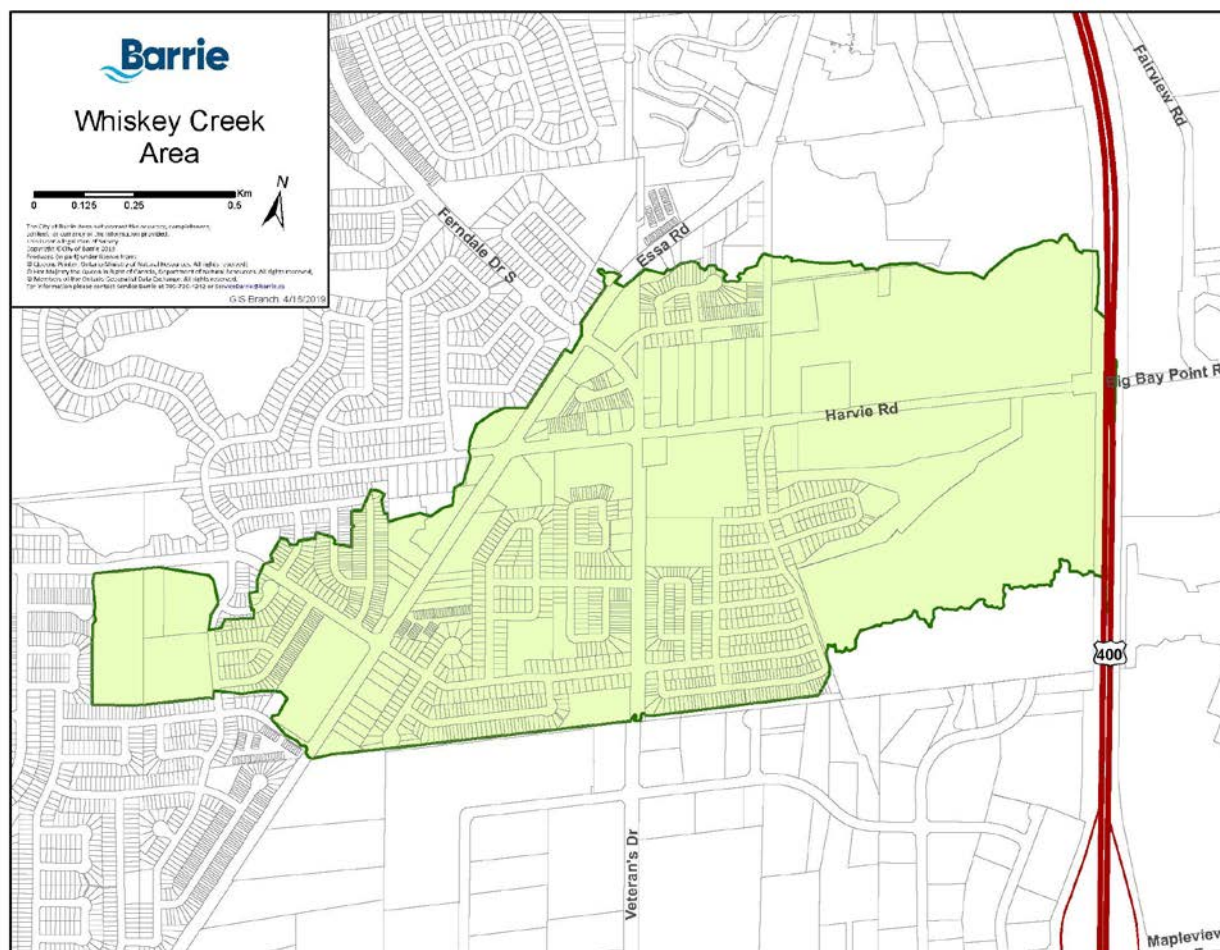
No.	Development Areas ¹	Whiskey Creek Stormwater Management Pond Works	Whiskey Creek Downstream Conveyance Works (Including D.C. Study Costs)	Total D.C. Eligible Costs
1A	Barrie - Bryne Developments - Industrial (formerly Lorne Properties - Industrial)	\$225,477	\$1,110,199	\$1,335,676
1B1	Barrie - Bryne Developments - Commercial (formerly Lorne Properties - Commercial)	\$57,671	\$283,961	\$341,633
1B2	Barrie - Bryne Developments - Commercial (formerly Lorne Properties - Commercial)	\$0	\$202,926	\$202,926
1C	Barrie - Bryne Developments - Commercial (formerly Lorne Properties - Commercial)	\$0	\$1,245,811	\$1,245,811
1D	1074243 Ontario Limited - Industrial (formerly Lorne Properties - Industrial)	\$97,867	\$481,873	\$579,740
1E1	1074243 Ontario Limited - Industrial (formerly Lorne Properties - Industrial)	\$0	\$166,058	\$166,058
1E2	1074243 Ontario Limited - Industrial (formerly Lorne Properties - Industrial)	\$0	\$64,519	\$64,519
1F	Discovery Daycare *	*	\$80,312	\$80,312
2	Harvie Island Estates - Residential (formerly Lorne Properties - to Res) *	*	\$299,905	\$299,905
3	Mason Homes Ltd.*	\$1,210,236	\$2,047,708	\$3,257,944
4	ASV Enterprises - Townhouse (formerly Lorne Properties - Townhouse) *	*	\$139,281	\$139,281
5	428 Veterans Drive *	\$46,020	\$77,866	\$123,886
6A1	Sunfield Homes (Mapleview III):	\$307,383	\$520,089	\$827,472
6A2	Sunfield Homes (Mapleview III):	\$22,686	\$38,385	\$61,071
6B	Pratt/Hansen*	\$187,113	\$316,594	\$503,707
7	Future Res - Allandale Vet	\$17,501	\$29,611	\$47,112
8	Future Comm - Allandale Vet	\$116,970	\$197,912	\$314,882
9	Jarlette *	*	\$194,369	\$194,369
10A	Rob-Geoff *	*	\$604,501	\$604,501
10B	541 Essa Rd.	*	\$9,870	\$9,870
11A	Pratt Construction (Pratt-Holly Meadows) *	*	\$389,042	\$389,042
11B	27 Holdings *	*	\$596,605	\$596,605
12A1	Essa - Ferndale Development	\$0	\$187,247	\$187,247
12A2	Essa - Ferndale Development	\$0	\$40,745	\$40,745
12B	Pratt Ferndale Townhouse *	\$0	\$108,723	\$108,723
12C	430 Essa Rd.	\$0	\$68,185	\$68,185
12D	440 Essa Rd.	\$0	\$51,608	\$51,608
13	Beacon Subdivision *	\$0	\$351,942	\$351,942
14	Future Residential	\$0	\$490,819	\$490,819
15A	Bell Media Site (CKVR Lands - Station Lands)*	\$0	\$166,162	\$166,162
15B1	Bell Media Site (CKVR Lands)	\$0	\$322,198	\$322,198
15B2	Bell Media Site (CKVR Lands)	\$0	\$1,277,509	\$1,277,509
15B3	Bell Media Site (CKVR Lands)	\$0	\$1,173,666	\$1,173,666
16	550, 552, 556, 560, 568, 570, 574, 576, 582 Essa Road	\$456,649	\$250,048	\$706,697
17	521, 525, 531 Essa Road	\$114,595	\$86,640	\$201,235
18	518, 520, 524, 530 Essa Road	\$57,665	\$111,695	\$169,360
19	458 Essa Road and 240 Harvie Road	\$0	\$27,939	\$27,939
20	202, 206, 210, 214 Harvie Road	\$0	\$79,161	\$79,161
	TOTALS	\$2,917,833	\$13,891,683	\$16,809,516

* Development areas (in whole or in part) which have already provided securities to the City, or have already paid development charges under prior by-laws

Note: Numbers may not add precisely due to rounding.



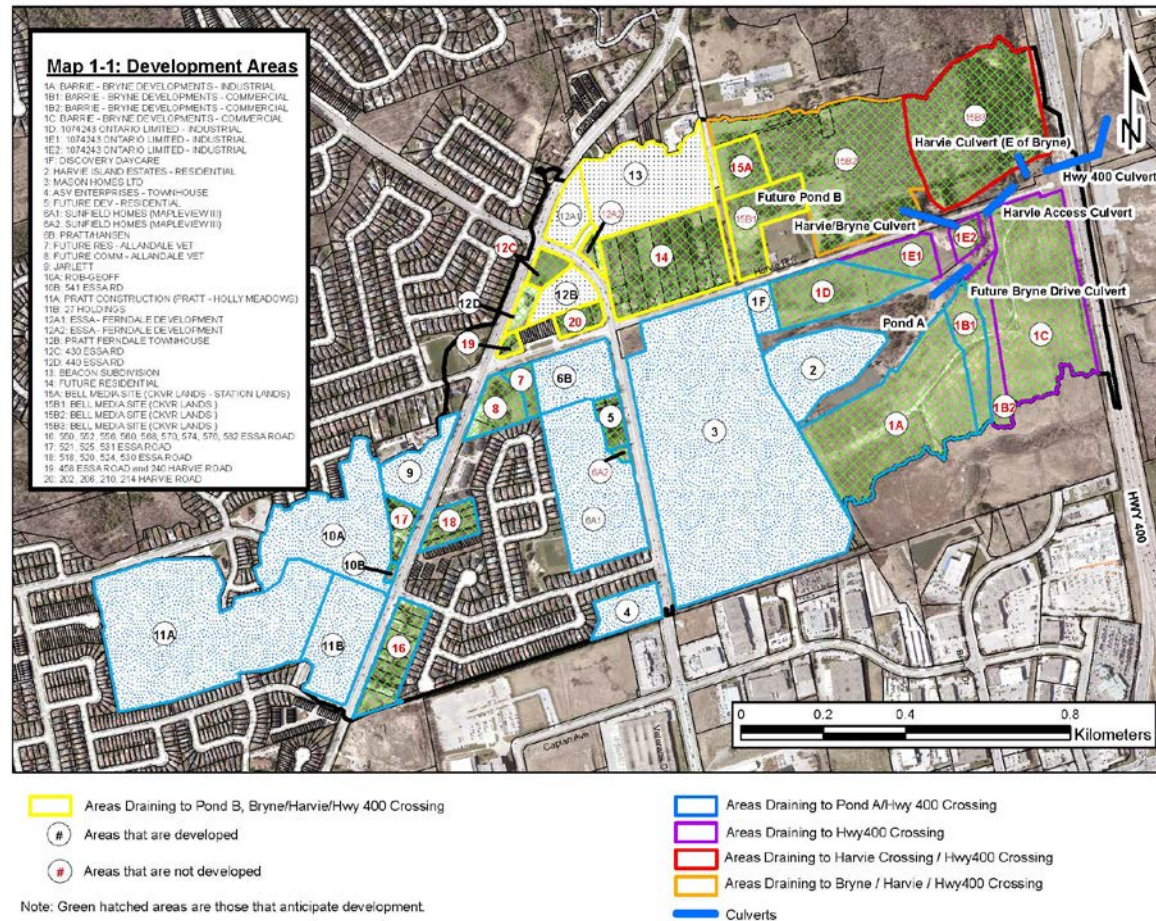
By-law Number [2019-XXX]
SCHEDULE D
Map of Whiskey Creek Area





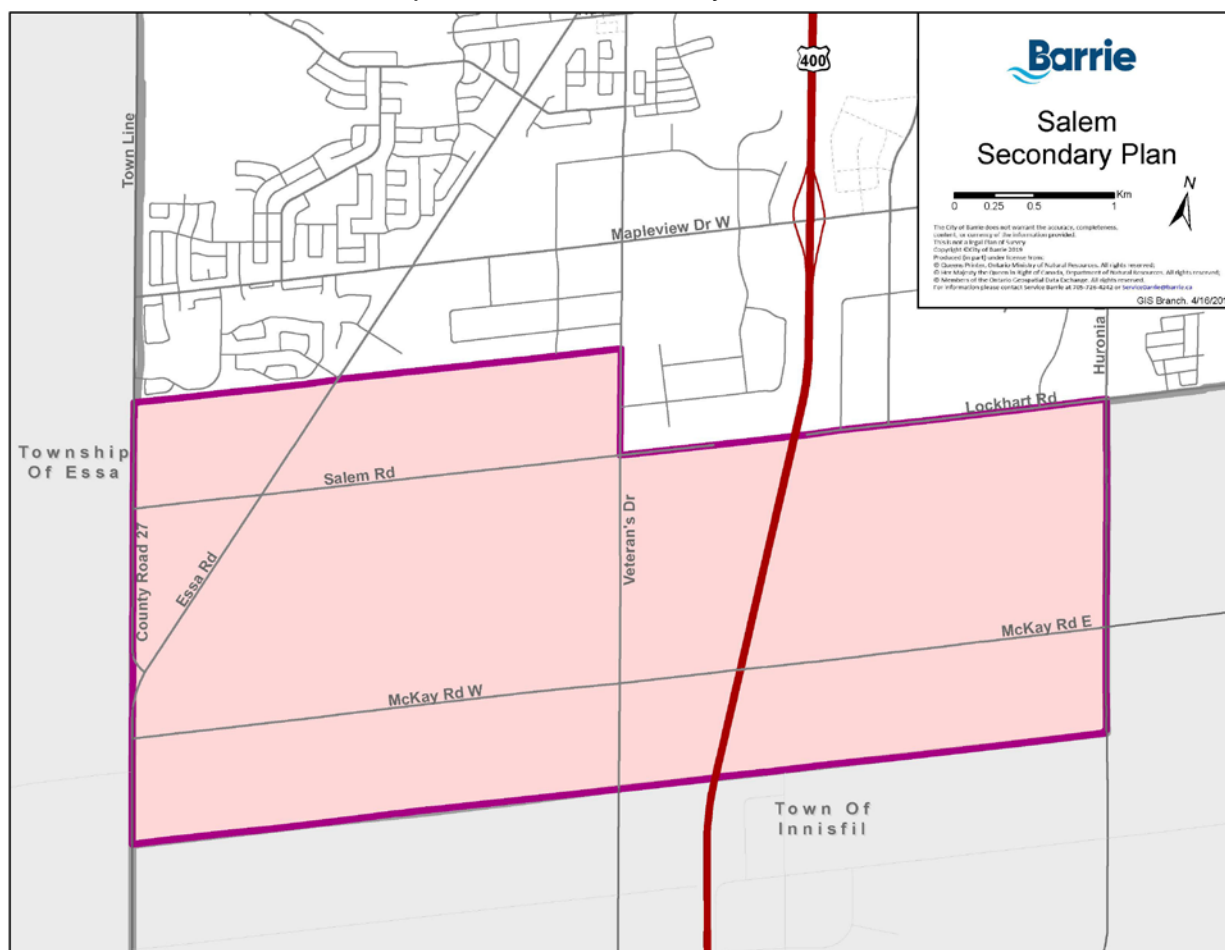
By-law Number [2019-XXX]
SCHEDULE E

Map of Whiskey Creek Area by Detailed Development Areas - Areas in which Area Specific Development Charges for Whiskey Creek Stormwater Management Works and Downstream Conveyance Works Apply



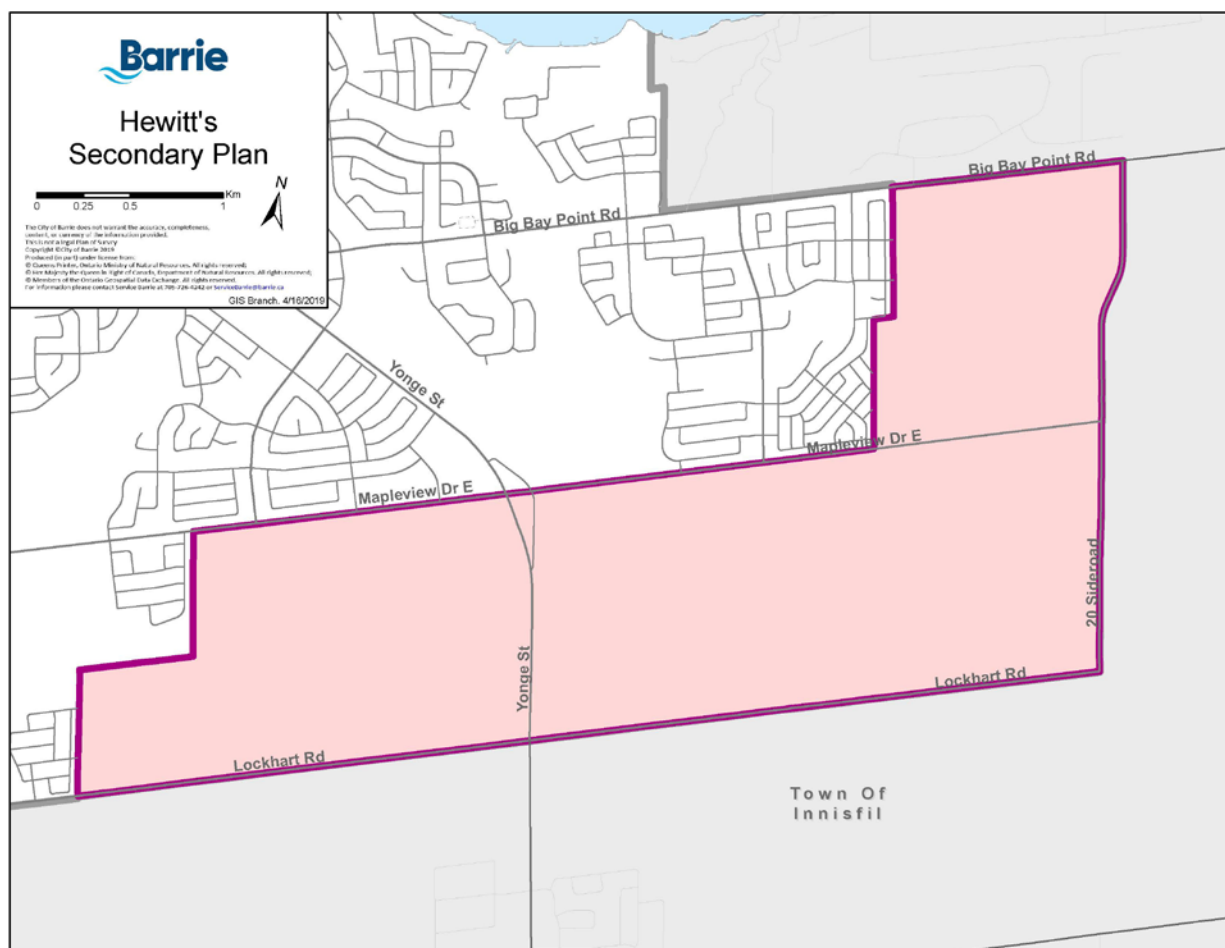


By-law Number [2019-XXX]
SCHEDULE G
Map of Salem Secondary Plan Area





By-law Number [2019-XXX]
SCHEDULE H
Map of Hewitt's Secondary Plan Area



APPENDIX "B"
COMMENTS AND QUESTIONS

Appendix "B"
Comments and Questions

Ref	Questions/Comments	Questions/Comments	City/Consultant Comments
1	I have looked through the study and can't quite confirm what the new rates would be, if passed. What will the increase in the rate be?	Questions	Attached is the draft summary of rates that will be going to Council. Things can always change, but at this time, the proposed rates for industrial are \$19.70/sqft in the Former City Boundary and \$21.94/sqft in the Salem and Hewitt's secondary plan areas.
2	Further to yesterday's presentation I have several questions regarding the background study: 1) Section 8.3: For many of the DC eligible services the consultant has used an assumption that equates one forecasted job to one forecasted resident with respect to demands on municipal infrastructure. What is the basis of this assumption and may I have access to any supporting data?	Questions	If the question relates to population & employment splits, there are various approaches which have been used to allocate residential and non-residential apportionment. Where information such as flow data per resident vs. flow data per employee for water is used to forecast water demand needs, this flow information is used as part of the calculations. However, where no information is available, common practice for the hard services and some of the soft services is used.
3	2) Section 3.3.7: The consultant has estimated employment density figures broken down by industrial, commercial retail, commercial non-retail, and institutional employment. What is the basis of this estimate and may I have access to any supporting data?	Questions	The Floor Space per Worker (FSW) assumptions are primarily based on a review of employment density trends within the City of Barrie completed by Watson for the City of Barrie's Municipal Comprehensive Review. Further, the FSW trends observed within the City of Barrie are similar to trends observed by Watson across the Greater Golden Horseshoe Region (GGH), in particular municipalities within the outer ring of the GGH. For reference, City of Barrie DCBC FSW Assumptions: Industrial = 1,200 sq.ft./Emp Comm-Retail = 390 sq.ft./Emp Comm-Non-Retail = 560 sq.ft./Emp Institutional = 650 sq.ft./Emp
4	3) Section 3.3.7: What is the basis of 42% of the 10 year GFA increase being attributed to industrial and may I have access to any supporting data?	Questions	Over the past 5-years (2014 to 2018), the City issued building permits for the development of buildings on the City's employment lands totaling approximately 28,060 sq.m. gross floor area annually or 302,000 sq.ft. gross floor area annually on employment lands. Annual Development Activity, 2014 to 2018 2014: 8,500 sq.m. 2015: 25,600 sq.m. 2016: 38,000 sq.m. 2017: 17,800 sq.m. 2018: 50,400 sq.m. 2014-2018, average: 28,060 sq.m. or 302,000 sq.ft. annually 2016-2018, average: 35,400 sq.m. or 381,000 sq.ft. annually
5	4) Section 3.3.7: The 10 year forecasted GFA increase is 1,090,800 sqm. On a straight line average this works out to approximately 1.17 million square feet per year, of which 42% is attributed to industrial. That works out to approximately 493,000 square feet of new industrial GFA each year. The previous background study by the same consultant forecasted approximately the same amount of new annual industrial GFA. What analysis has been done, if any, comparing actual amount of GFA constructed to the forecasts in the previous background study?	Questions	Development on employment lands has consisted of industrial multi-tenant buildings, as well as building expansions of industrial operations. Since 2016, there have been some new manufacturing businesses setting up operations or expanding in the City's Employment Areas, including SBS Drivetec Inc./Burger Group, Suzuki Canada and Innovative Automation. Further, it should be noted the City of Barrie's manufacturing employment base is experiencing a recovery. Based on Statistics Canada census data, over the 2011 to 2016 period, the City of Barrie added approximately 600 manufacturing employees, representing an increase to the City's manufacturing employment base of 14%, an annual growth rate of 2.6%. This annual growth rate will begin to fall over the course of the 2016-2031 horizon as shown in the more detailed report "Long-Term Growth Scenario Review" completed in 2018 by Watson. This report breaks down the growth into 5-year increments and over the 2016-2031 time horizon, the industrial growth rate is declining from 3.0% from 2016-2021 to 2.7% from 2021-2026 and 1.7% from 2026-2031. This results in an overall industrial growth rate of 2.5% compared to the city-wide growth rate of 2.1% presented in the 2012 Provincial Growth Plan (2031 employment total of Grants and subsidies are usually based on known or anticipated funding programs where applications/approvals are highly anticipated (e.g. PTIF funding for Transit). Other contributions may include cost sharing arrangements for projects (e.g. Airport services shared with the County of Simcoe & Oro-Medonte) or direct recoveries from benefitting landowners for roads, water and/or sewer.
6	5) 4.9.4: What methodology is used in forecasting how much grants, subsidies and other contributions will offset the projected costs and may I have access to any supporting data?	Questions	
7	6) Slide 25 of Presentation: What methodology was used to determine which other municipalities to present as a comparison?	Questions	Simcoe County Municipalities were selected as they are in the surrounding communities, York Region municipalities were selected due to close proximity, Hamilton and Guelph were selected as they are also larger single tier municipalities, municipalities in Durham and Halton Regions were selected as they are also experiencing high growth. All the municipalities to the south also have access to 400 series highways.
8	7) General: Which capital projects would not proceed as contemplated in the study if the industrial GFA increase was assumed to be zero for the life of the proposed by-law?	Questions	Capital projects are not selected based on the category of development. Projects are selected during the annual budget process which considers the need and the financial impact to the municipality of proceeding.
9	Thank you for hosting us at the May 2, 2019 Stakeholder Session regarding the 2019 Development Charge Background Study and Draft By-Law. Notwithstanding that the City has complied with the required 60 day public realm period, we believe that there is insufficient time prior to the May 13th public meeting to adequately address a number of our concerns. We request that the deadline for the City to adopt the by-law be extended for at least another 4 weeks to allow further consultation with the stakeholders.	Comments	See #111.
10	The D.C. Survey on page 23 was very helpful. However, the presentation was missing a similar illustration for high density apartments (both Bachelor(1 Bedroom and 2 Bedrooms+). Please provide us with such additional illustration as soon as possible.	Questions	Apartment Survey Completed. Slides prepared.
11	Given the dramatic increase in development charges being proposed, it is imperative that some sort of "Transition Provision Policy" be introduced and we propose that any high density projects that apply for a building permit within the 12 month period following the by-law being adopted, should be grandfathered at the current development charge rates.	Comments	Transitional provision to maintain current rates to November 30, 2019 has been recommended in Staff Report FIN013-19.
12	A typical 20 storey residential condominium apartment project located in Downtown Barrie will forgo revenues of over \$3.8 Million in order to provide 9 affordable units with parking spaces for a period of 20 years and will have to incur approximately \$330,000 of additional costs for the maintenance and restoration of these units before they can eventually be sold. Over the 20 year period, the variance between average market rents and affordable market rents for the 9 units will likely be in excess of \$1.5 Million. These financial requirements place a significant burden on projects and may create a barrier to the City's desire to adhere to its' intensification and population growth requirements as forecasted by Watson & Associates. In order to help achieve the City's objective of facilitating the construction of affordable housing units pursuant to the City's Affordable Housing Strategy, we hereby request that the 2019 Development Charge By-law be amended in order to provide affordable housing units with a 100% exemption from development charges without the requirement of the developer having non-profit status in order to qualify for such exemption.	Comments	The City's current Community Improvement Plan (CIP) provides various grants for Affordable Housing projects ranging from 25% of development fees (DCs, Building and Planning fees) to 100% depending on the type of housing provided. The CIP also provides grants equivalent to the property taxes that the units will generate over a 5 year period on a sliding scale (Years 1&2 = 100%, Year 3 = 75%, Year 4 = 50%, Year 5 = 25%).
13	We believe that the draft by-law fails to address development charge credits for residential units that are being redeveloped after they were destroyed without a willful act of the owner(s) (e.g., flooding or other acts of god, fire or arson or other unlawful acts of others). We hereby request that a provision be added to the development charge by-law allowing property owner(s) to receive a 100% exemption for any residential unit(s) being redeveloped that were not purposely demolished by the owner(s) and that the property owner(s) are eligible for such exemption for a period of fifteen (15) years following the event that caused the destruction of the residential unit(s).	Comments	The current by-law as well as the proposed by-law provides for redevelopment credits to all properties that are redeveloped within 5 years of the demolition.

14	We note that the 2019 Development Charge Background Study does not specifically mention the City's Urban Growth Centre (UGC). The UGC is a key element to help achieve the City's density objectives and targeted jobs per hectare. It is also meant to facilitate the revitalization and rejuvenation of the City's downtown core. Can you please explain what the rationale was for the Watson Study not providing any details about the UGC's proportionate share of the growth projections.	Questions	Prior to Watson completing the DCBS, Watson completed the "Long-Term Growth Scenarios Review" on October 26, 2018. This report was a detailed growth scenario study completed for the City and was the basis for the DC growth forecast. Within this report, Watson provides a detailed breakout of residential and non-residential growth by planning area to 2041, including a breakout for the U.G.C. This report can be found online at: https://www.barrie.ca/City%20Hall/environmental-assessment-studies/Documents/City%20of%20Barrie%20Growth%20Scenarios%20Report%20-%20Final%20Report.pdf
15	At the time of the last Development Charge By-law, development charge credits were reduced from 100% to a proposed 50% to a ratified provision of 25% which was then reduced to zero starting in January 1, 2017. The rationale for this was to move the development charge credits to a CIP program as outlined by Council. However, the CIP program from its inception, does not allow for development charge credits and the current draft by-law is the same with no current CIPs for development charges, other than a budget of \$127,000 for minor repair items. What is the logic for the City having an Urban Growth Centre without any incentives to stimulate development and why would incentives be eliminated when the City desperately needs development charge revenues from new development projects?	Comments	In the 2014 by-law currently in effect, Council eliminated DC discounts for residential development within the City Centre Planning Area (CCPA) as of January 1, 2017. The by-law does provide 100% discount in the CCPA for non-residential development. The proposed by-law recommendation from staff is not to eliminate current incentives but instead provide for those incentives through the CIP.
16	PW Facilities - Capital Program: -Explain how BTE/PPB was determined – in particular South Operation Facility (no BTE), Provision for Collier Expansion (PPB)	Questions	20% Post Period Benefit was allocated to the facilities based on the previous DC Study as 100% of the Secondary Plans were not anticipated to be built out by 2031. This PPB should have been removed during this DC study as the update goes to 2041. Will be adjusted through addendum. The BTE on the Collier Expansion was to recognize the costs estimates associated with renovations and expansion for non-DC eligible services, leaving the net to be related to expansion for DC eligible services, required due to growth.
17	Protection - Fire Capital Program: -Explain how BTE/PPB was determined for the 3 Fire Facilities (Training Facility, stations 5 and 6)	Questions	PPB of 20% due to growth forecast being to 2031, as identified in the 2014 DC study, all the growth anticipated in the Secondary Plans were not fully built out by 2031, therefore, a PPB was provided and carried forward to this study. BTE for Fire training facility established in previous study based on the current need for space of approx. 135,700 sq.ft. identified in 2012 and an estimate of additional space needs to service growth resulting in an estimated total space need of approx. 162,800 sq.ft. BTE for Police at 100% as the new space is replacing existing space currently being used.
18	Protection - Fire Historical Service Level - Justify 2019 Building Value of \$5,710/sqm (\$530/sf)	Questions	Construction value based on current construction cost estimates for the First Responders Campus The value includes construction costs, soft costs and design costs (excludes land, FFE, etc.)
19	Protection -Police Capital Program: -Explain DC Recoverable cost of \$33.1 million compared to Maximum Service Level of \$32.2 net.	Questions	Financing Costs related to existing debt is allowable in addition to the Maximum Service Standard Level
20	Protection -Police Capital Program: -Explain how BTE for the 2 new building facilities (First Responders/Training Facility) were determined and justification for no PPB	Questions	As noted above, BTE for Training facility is 100% as the proposed space is replacing existing space and there is no expansion space identified at this time. BTE for First Responders facility was based on replacing 38,000 sq.ft. of existing space with 80,000 sq.ft. of new space. PPB not anticipated as the facilities were sized only to service the 2031 growth forecast. Additional space will be required for growth post 2031 and will be identified in future studies.
21	Protection -Police Capital Program: -Provide details on Discounted Interest Financing for First Responders (e.g., does it include interest for BTE share and what is the Discount Rate utilized?)	Questions	Debt on First Responders - estimated interest rate of 4% and discounted at 2% Only growth related debt has been included (i.e. no debt related to BTE has been included)
22	Protection -Police Capital Program: - Provide details on Discounted Principal and Interest for 35 Sperling and does it include BTE?	Questions	Existing debt was issued at an interest rate of 2.75%, It has been discounted at 2%. Only growth related debt has been included (i.e. no debt related to BTE has been included)
23	Protection -Police Historic Service Level: -Justify 2019 Building Value of \$5,710/sqm (\$530/sf)	Questions	Construction value based on current construction cost estimates for the First Responders Campus The value includes construction costs, soft costs and design costs (excludes land, FFE, etc.)
24	Protection -Police Historic Service Level:- Was outstanding debt for 35 Sparling removed for level of service calculation	Questions	The following sections of the DC Act have been followed in the determination of service standard calculations: • Section 5(1) 4 of the DCA provides: "The estimate under paragraph 2 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 required under section 10." • Section 4(1) of the Regulations provides: "For the purpose of subsection 5 (1) of the Act, both the quantity and quality of a service shall be taken into account in determining the level of service and the average level of service."
25	Parking Spaces - Capital Program: -Explain why no PPB and no BTE except for minor allocation for Parking Technology	Questions	All projects identified are to service only 10 years worth of growth, therefore no PPB required. BTE for Parking Technology recognizes that there is existing technology being replaced along with the expansion of the technology.
26	Parking Spaces - Capital Program: -Provide details on Existing Debt Principal/Interest – GO -Platform not listed in historical level of service. Is this an eligible parking facility?	Questions	Existing debt was issued at an interest rate of 2.84%, discounted at 2%. City has shared cost arrangements with Metrolinx to provide.
27	Parking Spaces - Capital Program: -Justify Res/Non-Res split (75/25). Is parking not primarily related to non-residential development?	Questions	Based on growth anticipated over the 10 year forecast in population and employment. Both residents and employees require parking throughout the city.
28	Parking Spaces - Historic Service Level:-Justify the unit cost of the parking spaces of \$8,100/space for surface lots	Questions	2014 DC study identified \$7,000 per surface space, including circulation space, based on recent budgeted works. This value was inflated to 2019 values based on the prescribed DC index.
29	Airport - Capital Program: -Justify how the PPB was calculated for Runway Expansion and Widening, Infrastructure and why no PPB for Land Acquisition.	Questions	The Lake Simcoe Regional Airport Strategic Plan provides estimates for capital infrastructure needs over a forecast period to 2043. The capital works required for expansion have been identified in three phases. The capital works for Phase 1 have been included in the DC and a 45% PPB attribution has been made based on an estimate of the portion of Phase 1 costs that will benefit growth in the post 10-year forecast.
30	Airport - Capital Program: -Explain why no BTE was calculated for any of the 3 parcels. How the airport improvements relates to the needs of growth?	Questions	BTE for these projects have been further reviewed and adjustment has been made.
31	Airport - Capital Program:-Please provide any planning studies, reports, environmental assessments, etc. that will help understand the justification and need for the planned improvements?	Questions	See attached.
32	Airport - Capital Program:-Provide details on Agreement with County/Oro-Medonte on funding of capital improvements	Questions	See attached.
33	Airport - Historic Service Level:-Justify cost of Terminal Building at \$568/sf	Questions	Based on actual cost of terminal construction in 2010 and inflated to 2019 dollars.
34	Library - Capital Program:-Explain how PPB was calculated for all 5 projects and in particular for Hewitt branch (12% PPB) and no PPB for additional space (branch libraries)	Questions	Facilities have been sized to service the full buildout of the Secondary Plan Areas as well as recognizing additional space will be required in Former Barrie Area. Since the Secondary Plans are not estimated to buildout until the post 10-year forecast, PPB was based on space needs for the anticipated growth in the 10-year forecast vs. space needs for the post 10-year forecast period. Timing of the facilities were based on estimated timing for construction of the library facilities in conjunction with the new indoor recreation facilities. The additional space in the Former Barrie Area was only contemplated for the 10-year forecast period. Additional future costs for Former Barrie Area growth will be identified in future.
35	Paramedic - Capital Program:-Provide details on cost sharing for paramedic services within the County of Simcoe	Questions	Details as per attached agreement.
36	Paramedic - Capital Program:-Provide details on how PPB/BTE was determined for each of the 13 capital projects	Questions	The City is responsible for a portion of the paramedic facilities identified by the County of Simcoe. BTE is established based on the replacement vs. expansion of space identified by the County. PPB is allocated based on the timing of projects, recognizing that some facilities are sized to service more than the 10-year forecasted growth.
37	Paramedic - Historic Service Level: -Justify the cost of \$518/sf for a Paramedic Building	Questions	From Simcoe County DC Study: grossed up to 2019 dollars
38	Social Housing - Capital Program:-Please explain how Social Housing is a growth-related service	Questions	The DCA provides for services that are ineligible and social housing is not listed as one of those services and there are needs for the future which will in part accommodate growth.
39	Social Housing - Capital Program:-Provide details on the cost sharing arrangement within Simcoe County for Social Housing	Questions	Details as per attached agreement.

40	Social Housing - Capital Program:-Explain how BTE was calculated for the various projects	Questions	The BTE was calculated based on the current relationship of 2 units in Barrie per 1,000 population and the number of units required in the 10-year forecast (estimated at 117) vs. the additional 539 units in the 10-year capital program.
41	Social Housing - Capital Program:-Justify why only 1 project with PPB	Questions	This recognizes that the capital program includes slightly more units in the 10-year capital program than what is projected to be required for existing and growth needs. Therefore, the additional units will service future growth.
42	Long Term Care - Explain how Long Term Care is a growth-related service	Questions	The DCA provides for services that are ineligible and long term care is not listed as one of those services and there are needs for the future which will in part accommodate growth.
43	Long Term Care - Explain how new costs shared with City of Orillia/County of Simcoe	Questions	Details as per attached agreement.
44	Long Term Care - Explain why no PPB for the Simcoe Manor Development Project	Questions	The costs included in the forecast are related to Barrie's share of the redevelopment and expansion of Simcoe Manor. The costs included only pertain to Barrie's share of the project.
45	Long Term Care - Explain how BTE was calculated	Questions	The City is responsible for a portion of the Long Term Care facilities identified by the County of Simcoe. BTE is established based on the replacement vs. expansion of space identified by the County.
46	Administration - Capital Program:-Why no PPB for Project 14, 2028 - Facilities Condition Assessment and Project 28 Transit Study 2027	Questions	These studies are required for the current 10-year forecast period therefore, no PPB is required.
47	Administration - Capital Program:-Explain how BTE calculated and why 0 % for certain projects	Questions	The BTE is an allocation for some projects that review both current needs/practices as well as identifying future growth needs. If studies are required solely to identify/confirm growth needs, no BTE deduction is made.
48	Administration - Capital Program:-Explain details of reserve fund deficit of \$3.985 million (e.g., major expenditures over last 5 years)	Questions	Major expenditures over past 5 years include: Growth Studies, Technical Studies and Infrastructure Master Plans.
49	Parks and Recreation - Capital Program:-How was the PPB determined for each of the various facilities?	Questions	The PPB deductions vary based on the projects. Some are based on timing of the projects (i.e. if the project is outside the 10-year forecast period, 100% PPB is applied), others are based on the estimated growth anticipated within the 10-year forecast period vs. the growth in the post 10-year forecast period (e.g. the Secondary Plans are not anticipated to be built out by 2028).
50	Parks and Recreation - Capital Program:-Why no BTE except for 3 projects?	Questions	All of the parks related works are only related to growth projects, any existing projects the city has identified for replacement in the forecast period have not been included. For the Allendale Rec facility, the BTE is based on the space anticipated to be replaced as a percentage of the anticipated size of the new, expanded, facility. For 70 Collier, the BTE is based on the cost of renovations vs. expansion.
51	Parks and Recreation - Capital Program:-Provide details on Existing Debt and Interest for Holly Recreation Centre. Was the interest cost discounted? If not, why not? Was BTE of the existing Debt taken into account?	Questions	Only the growth-related portion of debt was included in the calculations. The discount rate is 2%. The debt was issued at an interest rate of 4.29%
52	Parks and Recreation - Historic Service Level:-Provide details for Neighbourhood Park - Development Costs of \$222,000 per acre	Questions	While programming expectations from Park to Park will vary considerably, the general expectations to meet level of service targets and cost increases for new parkland development have demonstrated a marked increase. This has resulted in higher cost expectations for parkland development throughout the Secondary Planning Area.
53	Parks and Recreation - Historic Service Level:-Is full cost of Holly Centre included in Level of Service?	Questions	Yes
54	Parks and Recreation - Historic Service Level:-Barrie Molson Centre. Is this a recreation centre or tourist/cultural centre and therefore an ineligible service?	Questions	The Barrie Molson Centre's predominate use is for recreation.
55	Transit - Capital Program:-Dillon study bases need for new conventional transit vehicles on forecasted average rides/capita (81) for Barrie (2041). Key assumption was that Barrie could achieve this metric based on other "Canadian municipal transit systems that are similar to City of Barrie's expected transit system size in 2041". However, the comparable transit systems that they chose all appear to serve municipalities with much higher rates of employment/population than Barrie has currently or is forecast to have by 2031/2041. Trips for working outside the municipality are less likely to be transit-based. As a result, the need for the Conventional Fleet Plant Addition is questioned. Please explain.	Questions	Rides per capita was used to help determine the amount of service required to meet the 2041 Barrie ridership growth target because it is the most comparable Key Performance Indicator to transit mode share. Rides per capita measures the ratio of transit trips per population, whereas transit mode share is the ratio of transit trips per total trips (from the population). While not the same, they provide the most similar comparison of transit usage in peer municipalities than population or ridership alone. The challenge in selecting peer municipalities based on similar populations to Barrie by 2041 alone is that many of the peer systems have less significantly less ridership than what is projected in Barrie by 2041, and therefore operate less service. Operating less service per capita will likely not realize the 2041 transit mode share targets. By selecting peer systems with a similar rides per capita as Barrie by 2041, the service levels required to attract transit ridership and shift residents and employees away from private automobile travel are more reflective of what is needed in Barrie. This was the primary reason for using rides per capita instead of population alone to select similar peer municipalities. Systems with higher ridership per capita are also typically more productive, with higher boardings per hour of revenue service than systems with lower ridership and rides per capita. The peer review also determined an average boardings per hour of revenue service. This is important to note since productivity (and not peak fleet per 10,000 capita) was used as the trigger to increase the number of peak fleet with ridership growth. In the peer group, Gatineau is the most similar to Barrie in the 2041 horizon in terms of population and future ridership. The average boardings per revenue vehicle hour (productivity) of this system is 34.3, compared to 38.2 in the peer group average. Using the Gatineau productivity rate alone to determine peak bus requirements would therefore result in a higher peak bus requirement than noted in the Transit Development Charges Technical Appendix.
56	Transit - Capital Program:- For the 4 transit projects with Debt, please provide details on how interest discounted and should any of the debt principal and interest have a BTE allowance?	Questions	Only the growth-related portion of debt was included in the calculations. The City issued two debentures, the first was issued at an interest rate of 2.34%, the second was issued at an interest rate of 2.54%. The discount rate on both debentures is 2%.
57	Transit - Capital Program:- Further, has any money collected for the transit component of the capital contribution in Salem/Hewitt been credited to the reserve fund?	Questions	No. Capital contributions are not development charges. They are credited to their own non-obligatory reserve.
58	Transit - Capital Program:-More questions likely based on discussions with our Transit consultants	Comments	Noted.
59	Waste Diversion - Capital Program: Why no PPB for the 3 proposed new facilities?	Questions	The facilities are required to service the 10-year growth forecast only. Future projects will be identified and included in future DC studies related to needs required for post 10-year growth.
60	Services Relating to Highways - Capital Program:-Why was IIP No. 48 Essa Road (Mapleview to Athabaska) removed from DC eligible project works? Is there overlap between IIP and 2019 DC Line 60?	Questions	Project limits within the infrastructure master plans are not intended to match the IIP exactly. The Master Plan is the high level plan while further decisions on implementation will be done through the capital plan. In the Capital Plan, some projects may be split out.
61	Services Relating to Highways - Capital Program:-Can the project limit for Essa Road (Former City limit at Athabaska to CR 27) be split into two projects to better align with construction staging and timing, with division line located at TCPL corridor (Street L) per IIP?	Questions	The infrastructure master plans are not intended to match the IIP exactly. The Master Plan is the high level plan while further decisions on implementation will be done through the Capital Plan. In the Capital Plan, some projects will be split out.
62	Services Relating to Highways - Capital Program:-Can the project limit for Salem Road (Veterans to CR 27) be split into two projects to align with probable construction staging and timing, with division line located east of proposed roundabout at Essa Road?	Questions	The infrastructure master plans are not intended to match the IIP exactly. The Master Plan is the high level plan while further decisions on implementation will be done through the Capital Plan. In the Capital Plan, some projects will be split out.
63	Services Relating to Highways - Capital Program:-The DC project limits on Huronia Road have been consolidated in a manner which ignores probable construction and timing. Can the project limits for these roads be re-established per IIP, separating the segment south of McKay Road East?	Questions	The infrastructure master plans are not intended to match the IIP exactly. The Master Plan is the high level plan while further decisions on implementation will be done through the Capital Plan. In the Capital Plan, some projects will be split out.
64	Services Relating to Highways - Capital Program:-Roundabout projects were broken out for Former Barrie but not for Annex. Are the proposed roundabouts located along Essa Road corridor at both Salem Road and at McKay Road West covered by DC projects?	Questions	Roundabouts were costed at Emma-Salem and Essa-McKay. \$500,000 per roundabout was used (prior to application of soft costs and contingency).
65	Services Relating to Highways - Capital Program:-Additional cycling facilities are shown for Secondary Plan Areas including buffered bike lanes, cycle tracks, and in-boulevard pathways. The costs were included for in past road costing templates. Is there double counting of costs?	Questions	Cycling facilities were not double counted. Road project costs do not include the cycling infrastructure. Active Transportation costs were included on some local benefit (developer) roads. The data has been revised to have the road costs removed resulting in a reduction in the Highways cost.
66	Services Relating to Highways - Capital Program:-Additional sidewalks are shown for Secondary Plan Areas. The costs were included for in past road costing templates. Is there double counting of costs?	Questions	Sidewalks were not double counted. Sidewalks were included in the road projects where the road is being widened or urbanized. Where there is no road widening project, sidewalks were costed separately (i.e. infill projects in former Barrie). There are no sidewalk projects in the secondary plan areas that are not part of road projects.
67	Services Relating to Highways - Capital Program:-Hiking Trails are shown separately from off-road trails. Are these costs related to roads?	Questions	Hiking trails are similar to off-road trails but have a smaller cross section. They are not related to roads and found in the green spaces and EP areas. See Transportation Master Plan, Appendix C, Maps 3, 4, 5 for more detail on the locations.
68	Services Relating to Highways - Capital Program:-Trail Bridges and Trail Underpasses are listed separately from off-road trails. Are these projects located inside the Annex lands? Please provide locations. Is there double-counting of costs?	Questions	See Transportation Master Plan, Appendix C, Maps 3, 4, 5 for more detail on the locations. There is no double counting of costs.

69	Services Relating to Highways - Capital Program:-Off-road trails were previously listed independently. They have now been consolidated into two line items. Can the costs estimated in the Annex areas be listed separately for purposes of administering the agreements? Please provide details.	Questions	The trail segments are provided in maps (See Transportation Master Plan, Appendix C, Maps 3, 4, 5 for more detail on the locations). 260 segments of trail were costed. The trails length breakdown is 21890m in Salem, 14020m in Hewitt's and 33730 in former Barrie.
70	Services Relating to Highways - Capital Program:-Bus Stops are shown under Roads. These appear to be Transit works?	Questions	These works are part of the infrastructure related to a "Complete Street" as set out in the Local Service Policy (see page E-8 of the Background Study).
71	Services Relating to Highways - Capital Program:-Are the ITS projects related to roadworks or transit?	Questions	These works are related to the roadworks (Integrated Transportation System)
72	Services Relating to Highways - Capital Program:-Property costs are currently included for in the roads project estimates. Can all required land acquisition costs be listed separately to assist cost tracking and agreement administration?	Questions	The property acquisition costs are listed separated for each road project in the Transportation Master Plan documents. The DC summarized the total project costs.
73	Services Relating to Highways - Capital Program:-How was the BTE determined for various types of projects, e.g. roads, interchange projects in Former City generally 35 %BTE; similar projects in Salem/Hewitt generally 15%?	Questions	BTE was identified in the City's Transportation Master Plan Appendix H. https://www.barrie.ca/City%20Hall/environmental-assessment-studies/Documents/Master-Plan-Update-Transportation/BarrieTMPAppH_Costing_20190418.pdf
74	Services Relating to Highways - Capital Program:-Why is the BTE for Road Widening the same as new Roads?	Questions	See Item 73
75	Services Relating to Highways - Capital Program:-The BTE assessed to off-road trail projects has been reduced to 5%. Please provide rationale for the projected reduction in trail need.	Questions	See Item 73
76	Services Relating to Highways - Capital Program:- Also, explain sidewalk/cycling of only 5% BTE?	Questions	See Item 73
77	Services Relating to Highways - Capital Program:-Global adjustments for BTE and PPB have been included (\$48M and \$70M respectively). How was the general lump sum PPB allowance of \$70 million arrived at? Please provide details pertaining to these statutory deductions.	Questions	<p>The PPB was calculated from the Emme modeling data for the 2041 scenario. It was based on a review of the volume/capacity ratio of all the road projects during the 2041 scenario.</p> <p>Using a weighted average based on length, it was determined the overall V/C which was 0.8. If this is compared to a level of service target of 0.85 then there is 6% spare capacity. If it is compared to 0.92 v/c then there is 15% spare capacity. Both 0.85 and 0.92 are considered when evaluating if a road is at capacity and therefore 10% was selected at the median value and applies at post period benefit.</p>
78	Services Relating to Highways - Capital Program:-In 2014, PPB was provided on a project by project basis as is the norm. Please provide the deduction amounts applicable to each of the projects located in Annex areas to assist in administration of the related agreements.	Questions	See response to comment 77 above.
79	Services Relating to Highways - Capital Program:-In general, the arterial road Gross Costs in the Salem Annex (namely along: Essa, Huronia, Lockhart, McKay East, McKay West, Salem, Veterans) increased on average by 90% above indexed 2014 DC estimates. Projects along Huronia Road collectively increased 330%, and along McKay Road West collectively increased by 130%. The increases in ROW requirements since 2014 would result in a relatively nominal pro-rated increase. Please provide explanatory information for the doubling of the costs.	Questions	The road costs have increased due to a number of factors. These factors are inflation, higher costs for soft costs, Higher amounts for contingencies, Costs for Low Impact Development (LID) and higher costs for land acquisition based on higher unit rates.
80	Services Relating to Highways - Capital Program:-The McKay Interchange works increased by 50% above the combined indexed 2014 DC estimates to \$61.4M. Was there double counting with respect to the newly constructed overpass at this location? Is property cost included? No Grants were shown. Please provide details.	Questions	The cost estimate for McKay was based on the recent cost data from the Duckworth interchange. A reduction of \$10 million was applied to reduce the cost to account for the recent investment by MTO in the McKay crossing.
81	Services Relating to Highways - Capital Program:-The Salem grade separation project (2019 DC Line No. 91) increased by 130% above the indexed 2014 DC estimates to \$32.4M. Please provide details. Also, can the project description include 'grade separation' for clarity?	Questions	The cost estimate from the Lockhart Road grade separation from the Environmental Study Report completed in 2017 was used as the basis for the grade separation of Salem/BCRY location.
82	Services Relating to Highways - Capital Program:-The Off-road trails increased by 23% above the indexed 2014 DC estimates to \$10.2M. This coupled with the significant reduction in BTE, has resulted in an 80% increase in the trails DC eligible amount now being included for in DC rates. Please provide details.	Questions	The costs have increased due to a higher unit cost per meter of trail.
83	Services Relating to Highways - Capital Program:-Please provide details supporting the reserve fund deficit, as well as the four financing project line items. Is the amount only Interest or is Principal also included? Some of the financing shown under Roads appears related to the Salem Reservoir and Lockhart trunk watermain. Please provide details.	Questions	See attached 2018 Treasurer's Statement re: Reserve Fund. The four financing lines you are referring to relates to interest only costs for planned future debt financing of these projects. Construction projects may include multiple services. Cost estimates are classified within their own service (i.e. Road portion included in Services related to Highway, water components are included in water services, etc.).
84	Water Service Facilities - Capital Program:-Why no PPB?	Questions	The projects identified were to service the City to 2041 and as such no PPB was calculated.
85	Water Service Facilities - Capital Program:-Explain BTE allocation for Water System Upgrade and why no BTE to the 2 Optimization Studies?	Questions	BTE calculations were based on the % of growth by 2041 compared to the total population and employment by 2041.
86	Water Service Facilities - Historic Service Level:-Why no historic level of service calculations?	Questions	<p>As per O.Reg. 82/98, Section 4(3):</p> <p>"If the average level of service determined is lower than the standard level of service required under another Act, the standard level of service required under the other Act may be deemed for the purposes of paragraph 4 of subsection 5 (1) of the Act to be the average level of service. O. Reg. 82/98, s. 4 (3)."</p> <p>For water services, there is other legislation the sets out the standard that municipalities must follow related to providing water services therefore, the historic service standard calculations have not been included.</p>
87	Water Service Facilities - Historic Service Level:-Why are flow factors not used for residential/non-residential allocation and service level?	Questions	See Water Master Plan https://www.barrie.ca/City%20Hall/environmental-assessment-studies/Pages/Water-Supply-Distribution-Storage_Wastewater-Collection-Treatment.aspx
88	Water Service Facilities - Historic Service Level:- What are the per capita/per employee flow assumptions?	Questions	See Water Master Plan https://www.barrie.ca/City%20Hall/environmental-assessment-studies/Pages/Water-Supply-Distribution-Storage_Wastewater-Collection-Treatment.aspx
89	Water Facilities-Debt - Capital Program:-Provide details on debt and interest for each of the 4 projects listed?	Questions	<p>Future debt estimated at an interest rate of 4% with discount rate of 2%.</p> <p>For existing debt all Debentures have been discounted at 2%.</p> <p>Existing debt based on outstanding growth related debt issuances with varying interest rates, as follows:</p> <p>Water Services - Facilities Related Debt:</p> <ul style="list-style-type: none">- Items 1/2 - 4.03%- Items 3/4 - 5.08%
90	Water Facilities-Debt - Capital Program:-Why no BTE/PPB; e.g., is residual debt based on growth related share of debt or simply the unamortized debt?	Questions	The debt included is only the growth related portion.
91	Salem & Hewitt Water:-Why was Amendment to project (IIP No. 47) on CR27 (Former City limit south to Mabern) not shown in project list, with BTE?	Questions	The pipe between Mabern and Lougheed is below 400mm and therefore a local benefit pipe.
92	Salem & Hewitt Water:-Water conservation measures will be incorporated into new development. How is additional PPB of design capacity being considered?	Questions	Water conservation measures were not considered in PPB calculations. Barrie per capita water use is already low and is not expected to further lower.
93	Salem & Hewitt Water:-In general, watermain Gross Costs along arterial roads in the Salem Annex (namely along: Essa, Huronia, Lockhart, McKay East, McKay West, Salem, Veterans) increased on average by 100% above indexed 2014 DC estimates. Please provide explanatory information.	Questions	With the watermain project, the unit pricing was revised to reflect recent tender costs experience from both the City of Barrie tenders and consultant's experience. This impacted some watermain projects. In addition, soft costs and contingency amounts have been revised.

94	Salem & Hewitt Water:-Watermain Gross Costs on McKay Road East increased by 360% above indexed 2014 DC estimates to a combined total of \$4.9M. One segment from Veterans to west limit of proposed interchange (IIP No.64) increased by 1,250%, from approx. \$230K to \$3.1M. Please check scope.	Questions	With the watermain project, the unit pricing was revised to reflect recent tender costs experience from both the City of Barrie tenders and consultant's experience. This impacted some watermain projects. In addition, soft costs and contingency amounts have been revised.
95	Salem & Hewitt Water:-Watermain Gross Costs on Salem Road (Reid to Veterans) increased by 800% above indexed 2014 DC estimates from approx. \$275K to a total of \$2.5M. Please check scope.	Questions	With the watermain project, the unit pricing was revised to reflect recent tender costs experience from both the City of Barrie tenders and consultant's experience. This impacted some watermain projects. In addition, soft costs and contingency amounts have been revised.
96	Salem & Hewitt Water:-Watermain Gross Costs on Essa Road north of TCPL corridor increased by 200% above indexed 2014 DC estimates to a combined total of \$3.6M. Please provide details.	Questions	With the watermain project, the unit pricing was revised to reflect recent tender costs experience from both the City of Barrie tenders and consultant's experience. This impacted some watermain projects. In addition, soft costs and contingency amounts have been revised.
97	Salem & Hewitt Water:-The Salem reservoir project increased by 117% above indexed 2014 DC estimates to a total of \$28M. Please provide details.	Questions	The previous cost estimates for the Salem reservoir was based on 0% design. The 2019 costs are based on the EA and preliminary design that was completed in 2018 and part of McKay Class EA. As such, the 2019 cost estimates are based on a greater level of project definition and development.
98	Salem & Hewitt Water:-Please provide details supporting the reserve fund deficit, as well as the two financing project line items.	Questions	See attached 2018 Treasurer's Statement re: Reserve Fund. Future debt estimated at an interest rate of 4% with discount rate of 2%.
99	Salem & Hewitt Water:-Why allocation to residential/non-residential not based on flows rather than simple population/employment?	Questions	See Water Master Plan https://www.barrie.ca/City%20Hall/environmental-assessment-studies/Pages/Water-Supply-Distribution-Storage_Wastewater-Collection-Treatment.aspx
100	Salem & Hewitt Wastewater:-Why was IIP Amendment project on CR27 (Holly PS south to Mabern) not shown in project list, with BTE?	Questions	The proposed 525 sewer on County Road 27 from the Holly Pump Station to Loughheed was missed and will be added to the DC study. From Loughheed to Mabern, the sewer is smaller than 400mm and therefore a local benefit sewer.
101	Salem & Hewitt Wastewater:-Why were BTE deductions eliminated?	Questions	Two of the three projects from the 2014 DC study that had a BTE deduction have been completed and/or are underway and the funding has been allocated, therefore, these two projects have been removed from the capital program for the future forecast period. The third project from the 2014 DC Study that had a BTE deduction has been reassessed through the Master Plan which has indicated the project is strictly for growth, therefore there is no BTE deduction has been made.
102	Salem & Hewitt Wastewater:-Regarding sewers on Huronia Road, why were all deductions eliminated? How are external shares of these projects being tracked?	Questions	The City is not proposing upsizing or deepening the wastewater collection system to the south to accommodate potential growth outside of the city boundary. While there was consideration for this in last DC, this has not been carried forward.
103	Salem & Hewitt Wastewater:-Water conservation measures will be incorporated into new development. How is additional PPB of design capacity being considered?	Questions	Water conservation measures were not considered in PPB calculations. Barrie per capita water use is already low and is not expected to further lower.
104	Salem & Hewitt Wastewater:-Sewer Gross Costs along Huronia, Lockhart, McKay East, McKay West, were reduced by 50% of the Indexed 2014 DC estimates? This is counter-intuitive. Please review.	Questions	The project costs were revised to reflect open-cut construction and the Consultant's cost estimate. The Landowners are in the process of procuring construction services for the sewer.
105	Salem & Hewitt Wastewater:-Holly PS and related forcemain Gross Costs increased by 250% above indexed 2014 DC estimates to \$13M. Please check.	Questions	Pump station costs have been revised based on actual project costs as the Holly PS is under construction and will be completed in 2019.
106	Salem & Hewitt Wastewater:-Gross Costs for various pumping station and related forcemain projects proposed for Phase 2 west Annex have increased 600% above indexed 2014 DC estimates to \$15.5M. Please check.	Questions	Pump station costs have been revised based on recent project experience in Barrie and other projects undertaken by the Master Plan consultant.
107	Salem & Hewitt Wastewater:-Please provide details supporting the reserve fund deficit, as well as the two financing project line items. Is the amount shown only the Interest?	Questions	See attached 2018 Treasurer's Statement re: Reserve Fund. Debt shown includes principal and discounted interest.
108	Infrastructure Implementation Project Alignment - The infrastructure projects shown in the draft DC Study include works previously identified under the Infrastructure Implementation Plan (IIP) for the Salem and Hewitt's Secondary Plan Areas. The costs associated with these works are being tracked using the City's Questica system. The wastewater and water project limits used in the draft DC Study align with those of the IIP. The arterial road project limits used in the draft DC Study consolidate some of the IIP road projects. For agreement administration purposes and to improve cost traceability over time, can the various project limits along a given arterial road corridor used in the draft DC Study and Questica be aligned to better reflect probable construction limits and timing of DC eligible costs?	Questions	The infrastructure master plans are not intended to match the IIP exactly. The Master Plan is the high level plan while the IIP represents the next step. Projects may be delineated differently in the Capital Plan.
109	Level of Service Guidelines - Please explain the rationale for separate level of service guidelines for Salem/Hewitt generally and, in particular, how can you have separate Local Service guidelines for Salem/Hewitt for a municipal-wide service such as roads? Also, can you explain the omission of collector road discussions for Salem/Hewitt.	Questions	The LSP for the Hewitt's/Salem was a result of discussions with developing landowners and their engineering consultants during the secondary planning financial plan process which was subsequently used for the DC Study.
110	1) Transition Policies & Timing of the Proposed Rates There has been no indication from City staff on whether transition policies have been considered in this DC review. However, given the significant increase for residential development charges, we strongly recommends that the City provides such provisions. Significant increases such as these introduce a potential risk to the feasibility of current projects as well as future housing affordability. BILD and SCHBA members agree that grandfathering and transition policies should be considered for applications that are well in advance of the approvals projects since a change of this degree was not expected or anticipated in the overall calculation of a current developments pro-forma. Further, we encourage City staff to discuss what an appropriate phasing in period would be with affected stakeholders of its development community.	Comments	Transitional provision to maintain current rates to November 30, 2019 has been recommended in Staff Report FIN013-19.
111	Furthermore, City staff have advised that they intend to bring the DC Background Study and By-law forward for Council passage on June 17th – roughly 2.5 months earlier than the August 26th expiration date of the current by-law. The reason to this earlier than anticipated passage has not been made clear by Staff. Therefore, we ask that the consultation period be extended and that consideration of the new DC By-law be deferred closer to the August 26th date. If kept the same, the scheduled approval date does not leave the industry with an appropriate amount of time to sufficiently review and engage in meaningful consultation with City Staff.	Comments	The DC Act requires a minimum of 60 days between the release of the Background Study and requires at least one Public Meeting. The City's Public Consultation consisted of the following: - Background Study, proposed by-law, related documents, presentations, staff reports, presentations have been available on the City's Development Charges webpage - Information communicated to stakeholders using various means, including the newspaper, email to stakeholders, the City's website and social media - Public Information Session for DC Background Study was held at City Hall on May 2, 2019 - Two Public Information Centres held for the Drainage Master Plan (one in November 2017 and one in April 2018) - The Transportation and Water-Wastewater Master Plans held separated PICs in November 2018. - preliminary findings of the Master Plans were presented to the City Building Committee on January 29 and March 5, 2019 - Final Draft versions of the Master Plan were released April 12, 2019 - Master Plan study presentations were also made at the Accessibility Committee, Active Transportation and Sustainability Committee, Active Transportation Working Group and the Salem and Hewitt's Secondary Plan Areas Working Group - A Public meeting was held on May 13, 2019 (comments received by Council - both verbal and written) - Staff have received a number of technical questions and have provided answers - Staff continue to work with community that have questions
112	2) Airport, Long-term Care, and Social Housing Services We are of the position that the inclusion of Airport, Long-Term Care, and Social Housing Services in the calculation does not conform to the requirements as set out in the Development Charges Act, 1997. As per the Act, these services are not identified as growth-related and therefore should not be included in the charge. As you are aware, the Act allows development charges to be imposed to pay for increased capital costs that are directly attributed to the needs of future development. These increased capital costs are calculated within the 10-year period of a development, starting immediately upon the release of the Background Study. Therefore, we cannot see how the City's future development creates the need for the financing of an Airport or additional Long-Term Care and Social Housing Services, especially within a 10-year cycle. BILD and SCHBA members question the appropriateness of this approach and believe the calculations for the Airport, Long-term Care and Social Housing Services should be removed in its entirety.	Comments	The DCA provides for services that are ineligible and airport, long term care and social housing are not listed as any of those services and there are needs for the future which will in part accommodate growth.

113	<p>3) Treatment of Back-to-Back Townhouses</p> <p>With respect to the residential development charge categories, City staff have proposed the 'Apartment' rate (\$31,888) on stacked townhouse units, whereas back-to-back townhouses will be categorized under the 'Other' category (\$45,072). These types of product is crucial to a municipality's housing stock, and are recognized as 'gentle density' along with being a more affordable housing choice of middle-income households, first-time homebuyers and seniors.</p> <p>Both stacked townhouses and back-to-back townhouses are similar in size and number of bedrooms, resulting in a similar growth-related footprint. As such, BILD and SCHBA believe that the City should designate back-to-back townhouse units under the 'Apartments' category.</p>	Comments	<p>Statistics Canada reference guide defines private and collective dwellings by structural type in accordance with the 2016 Census and is the basis for Watsons Persons Per Unit. The reference indicates that side-to-back townhouses or garden homes are classified as a row house (code 3) but does not classify either back-to-back townhouses or stacked townhouses explicitly within the eight categories. Watson completed a review of back-to-back and stacked townhouses and determined that back-to-back townhouses most closely reflects the definition of a townhouse from a built form perspective, average occupancy or average persons per unit (P.P.U). In terms of average housing occupancy stacked townhouses most closely resemble a small townhome or large apartment (2 bedrooms or greater) based on the 2016 Census with an average size of 1,100 sq. ft and approximately 2 beds per unit. With this understanding, Watson suggest that stacked townhouses to fall under the apartment category while back-to-back townhouses to fall under the "Other" category (or medium density).</p>
114	<p>The proposed Development Charge By-law has been prepared in context of the April 15, 2019 staff report which recommended removing the discretionary discounts and exemptions associated with the City Centre Planning Area (25% discount for residential development). We understand that in lieu of the discounts and exemptions, City staff will be moving forward with a report to outline options for providing incentive programs within a Community Improvement Plans. Further, the staff report proposed the establishment of a community improvement reserve to fund initiatives considered through the Community Improvement Plan. While our client supports the use of incentive programs, our client also requests that consideration be given to continuing with the discount and exemption as it relates to the City Centre Area as a means to further support investment in the area. This is particularly important for our client, as the decision proposed with the lands and work with the City on redevelopment was based on the understanding discounts could be available to the development. We believe, that the proposed redevelopment of the site in keeping Council's intent and Official Plan objectives associated with redevelopment lands within the City Centre and providing a rental choice that is within limited supply and high demand within the City. As such, consideration should be given to maintain the discount.</p>	Comments	<p>In the 2014 by-law currently in effect, Council eliminated DC discounts for residential development within the City Centre Planning Area (CCPA) as of January 1, 2017. There is no change to this in the proposed by-law.</p> <p>Staff Reports FIN013-19 and PLN022-19 recommend providing incentive programs in Community Improvement Plan which includes development in the Urban Growth Centre.</p> <p>Further, the City's current Community Improvement Plan (CIP) provides various grants for Affordable Housing projects ranging from 25% of development fees (DCs, Building and Planning fees) to 100% depending on the type of housing provided. The CIP also provides grants equivalent to the property taxes that the units will generate over a 5 year period on a sliding scale (Years 1&2 = 100%, Year 3 = 75%, Year 4 = 50%, Year 5 = 25%).</p>
115	<p>The proposed Development Charge By-law includes reference to a Local Service Policy and details are provided in Appendix E of the Background Study. We request the opportunity for further discussion with City staff to better understand the intent of the Local Service Policy as it relates to our clients lands. For example, we previously made submission that and proposed new municipal road adjacent to the lands should be considered as a Development Charge item and not be the responsibility of our client. Further, that any improvements to the intersections associated with the new road should be Development Charge funded</p>	Comments	<p>Individual development projects can be discussed any time by contacting the City planner on the file. Intersection costs are included in the estimates for DC eligible roads.</p>
116	<p>The proposed increase in the Development Charge is of concern to our client as it represents a 20% to 24% increase to the proposed redevelopment (based on unit types). We would request confirmation from City Staff that there are no DC's payable on a parking structure.</p>	Questions	<p>Parking Structures are excluded from development charge calculations - see definition of "gross floor area (gfa)" in the proposed by-law.</p>
117	<p>The increase in the Development Charge considers a "Benefit to Existing Development" and "Post Period Benefit". We would request that additional analysis be completed for the share of the cost as it relates to these items tied to the overall gross expenditures planned over the next five years.</p>	Comments	<p>Staff with aid of various specialized consultants have through Master Planning process considered Benefit to Existing Development and Post Period Benefit.</p>
118	<p>The province has recently released changes to the legislation and these changes should be considered in context of a future report to understand and changes or implications</p>	Comments	<p>Current legislation is considered. Any potential future changes to legislation will be considered if and when those changes take effect.</p>
119	<p>Given the sheer magnitude of the proposed residential Development charges (20 to over 40%) it is disappointing that the background information and anticipated timeframe for adoption is inadequate and insufficient to allow our membership to properly analyze the information. Our association strongly believes in collaboration with the City in order to achieve a fair, reasonable and just outcome, therefore, more time is needed to review the information and studies. We are always available for consultation and would have appreciated the opportunity to meet at an earlier date to at least get a sense of quantum of the new residential Development Charges. We request, therefore, that the scheduled date for adoption be pushed forward to allow for the just time for review and comment.</p>	Comments	<p>See #111.</p>
120	<p>While we agree with the principle that growth related infrastructure needs to pay for itself there is an overriding concern that the Benefit to Existing is not being properly allocated to reflect the true benefit to the existing community. At this time we still require additional time to complete a more fulsome review of the background studies to determine whether the assumptions made are being fairly applied.</p>	Comments	<p>See #117.</p>
121	<p>We question the application of Development Charges to fund the Airport, Long Term Care and Social Housing as new residents are not directly creating the need for these facilities.</p>	Comments	<p>The DCA provides for services that are ineligible and airport, long term care and social housing are not listed as any of those services and there are needs for the future which will in part accommodate growth.</p>
122	<p>The affordability of housing of all types is a serious concern in Barrie and every effort must be made to prevent the unreasonable and unfair application of infrastructure costs onto the buyers and tenants of new housing in the City.</p>	Comments	<p>Staff Reports FIN013-19 and PLN022-19 recommend providing incentive programs in Community Improvement Plan.</p> <p>The City's current Community Improvement Plan (CIP) provides various grants for Affordable Housing projects ranging from 25% of development fees (DCs, Building and Planning fees) to 100% depending on the type of housing provided. The CIP also provides grants equivalent to the property taxes that the units will generate over a 5 year period on a sliding scale (Years 1&2 = 100%, Year 3 = 75%, Year 4 = 50%, Year 5 = 25%).</p>
123	<p>While we appreciate this opportunity to provide input at this meeting, because of the short review period our comments are basic and general at this time. A more thorough review is being undertaken and the SCHBA will be providing a detailed written submission.</p>	Comments	<p>Noted.</p>
124	<p>We act on behalf of the Hewitts Creek Landowners Group Inc. The members of the group collectively own the vast majority of the land in the Hewitts Creek Secondary Plan area. Together, they currently have before the City (or will be filing) applications that represent 12,400 units as well as the potential for 25,000 square metres of commercial space. The Group has been actively involved with the City in moving the development of the Secondary Plan area forward and have a substantial interest in the proposed new development charges by-law. The Group has engaged IBI Group and other consultants to review the background study and other relevant documentation. IBI Group has provided comments on aspects of the draft by-law and study, a copy of which is attached. We urge Council and staff to review and take into consideration these technical comments, which raise important and significant questions which go directly to the amount of the proposed charge. In light of the amount of the proposed increase, having clear responses to these questions (most of which go to the basis on which the charge is calculated) is extremely important.</p>	Comments	<p>Questions have been received and answered.</p>
125	<p>Our client's engineering and traffic consultants (R.J. Burnside and LEA Consulting, respectively) are in the process of reviewing both the various Master Plans and the Background Study. We will provide comments from them in the next few days. Burnside has identified a series of projects whose budgets are increased from 2013 to 2019 by approximately 175%. More information is required to properly understand how the costs of these projects (the scope of which are substantively the same) has increased so dramatically.</p>	Comments	<p>Staff have been providing answers to specific questions.</p>
126	<p>As you know the Province has recently introduced draft legislation that, if passed, will implement fundamental changes to the development charges legislative regime. It is anticipated that these changes will be passed prior to June 6 when the legislature will begin its summer break. In light of these proposed changes, and the key questions that are set out in the attached letter, we respectfully request Council to defer any decisions on the development charges by-law to allow time to properly take into consideration the effect of the proposed legislative changes and to allow further discussions and consultation to take place.</p>	Comments	<p>See #118.</p>
127	<p>We also understand that Council will be considering the endorsement of the following 6 Master Plans at its meeting on May 13:</p> <p>a) Water Supply; b) Water Storage and Distribution; c) Wastewater Treatment; d) Wastewater Collection; e) Drainage; and f) Transportation</p> <p>These studies are integral to setting of the development charge. They are substantial documents and have only been available for public review and comment for a limited amount of time. We therefore request that Council defer endorsement of these plans until stakeholders have had an adequate amount of time to review and comment on them, and to meet with staff to discuss questions and concerns.</p>	Comments	<p>See Public Consultation comments in #111 (includes Master Plans).</p>

128	Our 759 Yonge Street property is comprised of approximately 22 hectares of land that is immediately adjacent to the Barrie South GO station. This project includes multiple forms of entry level housing such as townhomes and multi-family buildings, in addition to parks and commercial uses, and integrates with other community uses such as schools and related amenities. The City of Barrie has fully supported this development as a complete community that is transit supportive. The subdivision was draft approved in October, 2017 (City File No. 012-394 and 014-1495) and pre-servicing commenced over a year ago. We have had an opportunity to complete a preliminary review of the Development Charges Background Study prepared by Watson and Associates Economists Ltd. which is dated April 17, 2019 (the "Background Study") and have received initial professional advice regarding its contents. The short period of time that has been available to review the Background Study has been insufficient to allow for a thorough review by our professional advisors or dialogue with City staff and its consultants. Based on our preliminary review, we have the following central concerns:	Comments	See #111 for Public Consultation comments. Specific questions answered below.
129	1. There are a series of costs that do not properly reflect the benefit to existing development that include, among others, capital programs for roads and transportation related infrastructure, airport works, parks and recreation, public works facilities, fire, paramedic and police facilities.	Comments	Comment does not identify specific issues noted. See #117.
130	2. The percentage increase for the cost of a number of projects is unreasonable and unsubstantiated.	Comments	See Master Plans for projects.
131	3. It is not clear how certain services can be related to new growth such as social housing and long term care.	Comments	See #38 and #42.
132	4. It is not clear that a need exists within the planning horizon for some identified capital program items such as transit vehicles.	Comments	See Transit Master Plan.
133	In addition to the above, no provision has been made to address the requirement for transitional provisions that address projects such as ours at 759 Yonge Street that are approved and in an active servicing state, particularly where the proposed increase would have a major and disproportionate impact on higher density forms of development that could prevent projects from going ahead in their approved form.	Comments	See #11.
134	The Background Study, if not amended, would result in significant development charge increases that would have a particularly onerous impact on entry level housing forms that make up our 759 Yonge Street project. This result would be inconsistent with the ability to deliver housing in a form and density that is strongly supported in municipal, county and provincial policies.	Comments	See #11 and #122.
135	We are also very concerned that the timeline proposed by the City for the development charge review process is insufficient. While the City's consultation process meets the bare minimum period that is provided for in the Development Charges Act, there is no need to compress the timeline given that the City's current Development Charge By-law does not expire until August 26, 2019. It is therefore not necessary for this matter to be considered by Council on June 17, 2019 as currently planned. We strongly urge the City to delay Council's consideration of this matter in order to allow for a more thorough discussion of the key concerns noted above.	Comments	See #111.
136	In addition, given the Province's recent introduction of Bill 108 that would amend key provisions in the Development Charges Act, it will be important to assure that the City's new Development Charge By-law is considered in light of the revised legislative framework. That can only occur if Council's consideration is deferred until a date that allows for sufficient consideration and consultation after the anticipated approval date for Bill 108 in early June, 2018.	Comments	See #118.
137	Based on the above, we request that Council direct staff to continue the consultation process and extend the date for consideration of the new Development Charge By-law to a date that is much closer to the August 26, 2019 expiry date for the current Development Charge By-law. In all of the circumstances, there is a clear need for further review of both legislative changes and the contents of the Background Study by both the City and stakeholders such as ourselves.	Comments	See #111 and #118.
138	We have had little time and opportunity to absorb the substantial material released and formulate an informed opinion. Further, we have had little opportunity to engage in discussion with the City and their consultants to review our concerns and/or issues and to better understand some of the details of the updated DCBS.	Comments	See #111.
139	IBI group, in its review of the draft DCBS, notes that overall, the DC has increased \$19,263 or 40% for a Single Family Dwelling. Of this total increase, \$14,649 is attributable to the municipal wide DC and the remaining \$4,614 is attributed to the area specific DC focused on the wastewater collection and water distribution infrastructure for Hewitt.	Comments	Statement.
140	The service categories with the largest increases include: * Roads/Services Related to a Highway * Protection * Parks & Recreation * Wastewater Services Facilities as well as the * ASDC for wastewater and water	Comments	Statement.
141	It is important to note the changing policy and legislative framework which impacts growth management and development charges across the City. Proposed changes to the Development Charges Act will limit the service categories which can be considered for eligible for development charges. A Community Benefits Charge under the Planning Act is proposed to replace a number of the current charges considered in the draft DCBS.	Comments	See #118.
142	Roads: a) The approach to Benefit to Existing (BTE) and Post Period Benefit (PPB) is not articulated in the DCBS. Please provide rationale used for BTE and PPB.	Questions	BTE was identified in the City's Transportation Master Plan Appendix H. https://www.barrie.ca/City%20Hall/environmental-assessment-studies/Documents/Master-Plan-Update-Transportation/BarrieTMPAppH_Costing_20190418.pdf
143	b) For Active Transportation there is generally a small BTE attribution. Given that there is little "active transportation infrastructure" in place today, intuitively it suggests that there will be a higher benefit to existing. In order to ascertain, the City should provide mapping to identify where the projects included in the DC will be located. In other jurisdictions where Watson has done the DCBS, the BTE is based on the relative proportion of existing and future population.	Comments	BTE was identified in the City's Transportation Master Plan Appendix H. https://www.barrie.ca/City%20Hall/environmental-assessment-studies/Documents/Master-Plan-Update-Transportation/BarrieTMPAppH_Costing_20190418.pdf
144	c) On P 5-39 the last row before the total row identifies a lump sum \$70 million is deducted noting "Post Period Benefit Deduction." What is the rationale for this lump sum amount and the manner in which it is considered in the DCBS?	Questions	The PPB was calculated from the Emme modeling data for the 2041 scenario. It was based on a review of the volume/capacity ratio of all the road projects during the 2041 scenario. Using a weighted average based on length, it was determined the overall V/C which was 0.8. If this is compared to a level of service target of 0.85 then there is 6% spare capacity. If it is compared to 0.92 v/c then there is 15% spare capacity. Both 0.85 and 0.92 are considered when evaluating if a road is at capacity and therefore 10% was selected at the median value and applies at post period benefit.
145	d) Mapping showing all the road projects would be helpful in reviewing the benefit attributions. Please provide.	Questions	The PPB is not done on a project by project basis. Figure 4-2 in appendix I of the transportation master plan has the breakdown of the projects for EA purposes and a consistent naming convention was used to help navigate.
146	e) The overall level of service has increased by 90%. Given that the quantity and quality standards have increased 20% and 60% respectively, how is it that the standard overall, relative to 2014, can increase 90%. Please explain.	Questions	The 2014 DC service standard benchmark costs were based on the City's previous TMP which did not include all costs related to the full cost of providing the cost associated with the project, it also did not include the value of land. The 2019 TMP has updated the benchmark costs related to the full cost of roads (excluding land). The land values were then added to the benchmark costs.
147	Wastewater Facilities: f) IBI group is working with Hewitt's engineering consultant to understand the projects and ensure the costs as well as the benefit attribution are reasonable. There has been insufficient time since the release of the draft DCBS to undertake this in a comprehensive manner.	Comments	See #111.
148	Protection: g) Please provide details regarding the First Responders Campus facility at a cost of \$46.8 million in terms of GFA, site and other assumptions. How was the BTE determined?	Questions	Based on an estimated GFA of 80,000 sq.ft. BTE was determined based on 38,000 sq.ft. of existing facilities being replaced. See Attached Report for details.

149	h) Please explain why the 35 Sperling Police Station is fully included in the LOS without adjusting for the o/s principal included in the capital program?	Questions	The following sections of the DC Act have been followed in the determination of service standard calculations: • Section 5(1) 4 of the DCA provides: "The estimate under paragraph 2 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 required under section 10." • Section 4(1) of the Regulations provides: "For the purpose of subsection 5 (1) of the Act, both the quantity and quality of a service shall be taken into account in determining the level of service and the average level of service."
150	Parks & Recreation: i) Please explain the increase in the inventory of parkland development from 162 line items in 2014 compared to 243 line items in 2019.	Questions	As with the answer in question reference 153, the old inventory information did not include all parkland/open space in the City of Barrie. The old DC table was updated to include more detail of the actual parkland tally. A number of these elements can and are directly related to development such as the inclusion of gores/roundabouts, indents, trails, open space and parkland.
151	j) Please explain the change in the classification of parks relative to the 2014 DCBS	Questions	The Parkland Classification for the City of Barrie is being updated as part of the current Official Plan to better reflect the types of parkland in the City. The new classification is based on how the park is accessed in regards to Active Transportation and provides a clear understanding of the Park function. This classification also address the addition of the new "Village Square" which is currently unique to the Secondary Planning Area, distinguishes between community parks and district parks as well as providing a clear definition for our regional parks.
152	k) Please explain the inclusion of "Environmentally Protected Open Space and NHS with Trails".	Questions	The 2019 DC Study better reflects City Parkland in regards to the non-programmed lands that are still utilized for public access and use. Within the SPA there are plans to address the interconnected trail network which was one of the founding intents of the Secondary Planning Area to interlink the developments through the natural heritage features. For clarification, Environmentally Protected as well as Open Space form part of the Natural Heritage System where N.H.S. becomes a catch all descriptive term.
153	k) Please also explain the value per hectare assumptions (\$30,300, \$11,100) and what this includes	Questions	Based on existing historical data and actual costs, a number of our E.P. areas were looked at in terms of costs for inclusion of fencing and related infrastructure including elements such as amenities, signage, crossings etc. These costs were averaged out based on unit costs per hectare to provide a costing guide for replacement values where none had been previously allocated.
154	l) There are 37.3 ha (92 ac) associated with Hewitt's Creek Environmentally Protected Open Space and Natural Heritage System with Trails. This is new to the inventory. We require more time to better understand any implication to the DCBS and/or our client group.	Comments	See #111.
155	m) Please provide the details on the determination of the debt principal and interest for the Holly Recreation Centre	Questions	Debt was issued in 2009, what is included in the DC is the balance of debt payments outstanding. Debt payments are as per by-law 2009-128
156	n) Why is the Holly Recreation Centre fully included in the LOS as well as in the capital program? The LOS should be prorated to reflect this.	Questions	The following sections of the DC Act have been followed in the determination of service standard calculations: • Section 5(1) 4 of the DCA provides: "The estimate under paragraph 2 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 required under section 10." • Section 4(1) of the Regulations provides: "For the purpose of subsection 5 (1) of the Act, both the quantity and quality of a service shall be taken into account in determining the level of service and the average level of service."
157	Waterwater and Water Facilities Related Debt: o) What are the discount and interest rates assumed in the determination of debt?	Questions	Future debt estimated at an interest rate of 4% with discount rate of 2%. For existing debt all Debentures have been discounted at 2%. Existing debt based on outstanding growth related debt issuances with varying interest rates, as follows: Water Services - Facilities Related Debt: - Items 1/2 - 4.03% - Items 3/4 - 5.08% Wastewater Services - Facilities Related Debt: - Items 1/2 - 2% - Items 3/4 - 3.55% - Items 5/6 - 4.92% - Items 7/8 - includes two debentures, one issued at 2.34% and the other issued at 3.18%
158	Parking: p) Why is a GO Platform included in the capital program for parking?	Questions	City has shared cost arrangements with Metrolinx to provide.
159	Local Service Policy: q) The local service policy, found in Appendix E, comprises 21 pages; this compares to the 2014 DC local service policy which included 2 pages. Further, the local service policy indicated a particular service would be a developer responsibility 'unless it is included in the DC study'. It is difficult, if not impossible, to review the various service categories in the local service policy and compare to the DCBS capital program in order to ascertain what may be a developer responsibility. Some categories are relatively straight forward (e.g., pipe sizes are identified for water and wastewater), but others require significantly more review. As noted, additional time is required to better understand responsibilities and any potential concerns.	Comments	See #111.

APPENDIX “C”

LIST OF PROPOSED USES

Incentivized Uses within Industrial Zone		FIN013-19 and PLN022-19 (revised for consistency)	Barrie Chamber of Commerce
INDUSTRIAL USES			
	Bakery	✓	✓
	Concrete Product Manufacturing	✓	✓
	Concrete Ready Mix Plant	Not recommended as a priority for limited funds to support discounts as it is not deemed to be aligned with economic development priorities and/or Provincial growth targets	✓
	Excavation and Processing of Mineral Aggregate Resources	Not recommended as a priority for limited funds to support discounts as it is not deemed to be aligned with economic development priorities and/or Provincial growth targets	✓
	Foundry	✓	✓
	Manufacturing and Processing in Wholly Enclosed Buildings	✓	✓
	Manufacturing, Refining, or Rendering of Noxious Products	✓	✓
	Material Recovery Facility	Not recommended as a priority for limited funds to support discounts as it is not deemed to be aligned with economic development priorities and/or Provincial growth targets	✓
	Medical Marihuana Production Facility/ Cannabis Production Facility	✓	✓
	Printing and Publishing	✓	✓
	Rental Store Excluding Video and Electronic Rentals	Not recommended as a priority for limited funds to support discounts as it is not deemed to be aligned with economic development priorities and/or Provincial growth targets	✓
	Research/Development Facility	✓	✓
	Truck Terminal	Not recommended as a priority for limited funds to support discounts as it is not deemed to be aligned with economic development priorities and/or Provincial growth targets	✓
	Warehousing in Wholly Enclosed Buildings Excluding Self-storage	Not recommended as a priority for limited funds to support discounts as it is not deemed to be aligned with economic development priorities and/or Provincial growth targets	✓
	Wholesale Establishment	Not recommended as a priority for limited funds to support discounts as it is not deemed to be aligned with economic development priorities and/or Provincial growth targets	✓

Incentivized Uses within Industrial Zone		FIN013-19 and PLN022-19 (revised for consistency)	Barrie Chamber of Commerce
COMMERCIAL USES			
	Accessory Employee Use	Not recommended as a priority for limited funds to support discounts as it is not deemed to be aligned with economic development priorities and/or Provincial growth targets	✓
	Accessory Retail	Not recommended as a priority for limited funds to support discounts as it is not deemed to be aligned with economic development priorities and/or Provincial growth targets	✓
	Automotive Repair Establishment	Not recommended as a priority for limited funds to support discounts as it is not deemed to be aligned with economic development priorities and/or Provincial growth targets	✓
	Conference Centre	✓	
	Custom Workshop	Not recommended as a priority for limited funds to support discounts as it is not deemed to be aligned with economic development priorities and/or Provincial growth targets	✓
	Data Processing Centre	✓	✓
	Office	✓	✓
	Office, Medical	Not recommended as a priority for limited funds to support discounts as it is not deemed to be aligned with economic development priorities and/or Provincial growth targets	✓
	Service Store	Not recommended as a priority for limited funds to support discounts as it is not deemed to be aligned with economic development priorities and/or Provincial growth targets	✓
	Trade Centre	Not recommended as a priority for limited funds to support discounts as it is not deemed to be aligned with economic development priorities and/or Provincial growth targets	✓
INSTITUTIONAL USES			
	Commercial School	Not recommended as a priority for limited funds to support discounts as it is not deemed to be aligned with economic development priorities and/or Provincial growth targets	✓
	Industrial School	Not recommended as a priority for limited funds to support discounts as it is not deemed to be aligned with economic development priorities and/or Provincial growth targets	✓