

Town of Ajax 2018 Development Charges Background Study

For Public Circulation and Comment

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 Planning for growth

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List of Acronyms and Abbreviations

A.M.P.	Asset Management Plan
D.C.	Development Charge
D.C.A.	Development Charges Act
E.S.A.	Environmentally Safe Area
G.F.A.	Gross floor area
L.P.A.T.	Local Planning Appeal Tribunal
mm	Millimeters
N.F.P.O.W.	No fixed place of work
O.M.B.	Municipal Board
O.Reg.	Ontario Regulation
para.	Paragraph
P.P.U.	Persons per unit
R.S.O.	Revised Statute of Ontario
sq.ft.	Square foot
s.s.	Subsection

1. Introduction

1.1 Purpose of this Document

This Background Study has been prepared pursuant to the requirements of the Development Charges Act (D.C.A.), 1997 (s.10), and accordingly, recommends new development charges (D.C.) and policies for the Town of Ajax (Town).

The Town retained Watson & Associates Economists Ltd. (Watson) to undertake the D.C. Background Study process in 2017. Watson worked with senior staff from across the municipality in preparing this D.C. analysis and the policy recommendations.

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

This report has been prepared, in the first instance, to meet the statutory requirements applicable to the Town's D.C. Background Study, as summarized in Chapter 4 and applied in Chapters 5 and 6. It also addresses the forecast amount, type and location of growth (Chapter 3), the requirement for "rules" governing the imposition of the charges (Chapter 7), Asset Management Plan requirements under the D.C.A. (Chapter 8), and the proposed by-law to be made available as part of the approval process (Appendix F).

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

The chapters in the report are supported by Appendices containing the data required to explain and substantiate the calculation of the charge. A full discussion of the statutory requirements for the preparation of a background study and calculation of a D.C. is provided herein.

1.2 Summary of the Process

The public meeting required under Section 12 of the D.C.A., 1997, has been scheduled for May 22, 2018. Its purpose is to present the study to the public and to solicit public input on the proposed D.C. by-law. The meeting is also being held to answer any questions regarding the study's purpose and methodology. Figure 1-1 outlines the process undertaken to date and the proposed schedule to be followed with respect to the D.C. by-law adoption process.

In accordance with the legislation, the D.C. Background Study and proposed D.C. By-Law will be made available for public review on May 7, 2018.

Following the statutory public meeting, the process to be followed in finalizing the report and recommendations includes:

- consideration of responses received prior to, at or immediately following the public meeting;
- Council determination if any further public meetings are required on the matter;
- finalization of the study and Council consideration of the by-law on July 9, 2018; and
- imposition of new development charges on July 16, 2018.

**Figure 1-1
Schedule of Key D.C. Process Dates**

Process Steps	Dates
1. Project initiation meetings with Town Steering Committee	July, 2017
2. Data collection, staff interviews, methodology review, preparation of D.C. calculations	August – December, 2017
3. Stakeholder Consultation Session #1	December 5, 2017
4. Preparation of draft D.C. Background Study and review of draft findings with Town of Ajax Management Committee	March 21, 2018
5. Stakeholder Consultation Session #2	April 6, 2018
6. D.C. Background Study and proposed D.C. by-law available to public (60 days prior to by-law passage)	May 7, 2018
7. Statutory notice of Public Meeting advertisement placed in newspaper(s)	April 25, 2018
8. Public Meeting of Council	May 22, 2018
9. Council considers adoption of D.C. Background Study and passage of by-law	July 9, 2018
10. D.C. By-Law in force date	July 16, 2018
11. Newspaper notice given of by-law passage	By 20 days after passage
12. Last day for by-law appeal	40 days after passage
13. Town makes available D.C. pamphlet	by 60 days after in force date

2. Current Town of Ajax D.C. Policy

2.1 By-law Enactment

By-law 81-2013 was passed on September 9, 2013 under the D.C.A., 1997. The By-law imposes uniform Town-wide D.C.s by service for all permissible municipal services.

2.2 Services Covered

The following services are included under By-Law 81-2013:

Town-Wide Services

- Development-Related Capital Growth Studies
- Fire
- Transportation
- Operations
- Parks
- Recreation
- Libraries

The By-Law provides for mandatory annual indexing of the charges on July 1st. Table 2-1 provides the charges currently in effect as of July 1, 2017 for residential and non-residential development types, as well as a breakdown of the charges by service.

Table 2-1
Town of Ajax
Schedule of Current Development Charges (as of July 1, 2017)

Service	Residential Development - Per Dwelling Unit				NON-RESIDENTIAL
	Single or Semi-detached	Apartments 2 BR and Larger	Apartments Smaller Than 2 BR	Other Dwellings	(per ft ² of Gross Floor Area)
Development-related Studies	\$ 203	\$ 114	\$ 69	\$ 160	\$ 0.10
Fire	\$ 355	\$ 200	\$ 121	\$ 278	\$ 0.20
Roads	\$ 8,550	\$ 4,803	\$ 2,897	\$ 6,687	\$ 4.26
Operations	\$ 368	\$ 206	\$ 125	\$ 289	\$ 0.18
Parks	\$ 2,466	\$ 1,385	\$ 833	\$ 1,928	\$ 0.09
Recreation	\$ 3,559	\$ 2,000	\$ 1,206	\$ 2,783	\$ 0.14
Libraries	\$ 586	\$ 328	\$ 198	\$ 458	\$ 0.02
Total	\$ 16,087	\$ 9,036	\$ 5,449	\$ 12,583	\$ 4.99

2.3 Timing of D.C. Calculation and Payment

D.C. s are calculated and payable in full to the Town at the time a permit is issued for any land, buildings or structures constituting development.

2.4 Redevelopment Credit

Where as a result of the redevelopment of land, where a building or structure existing on land was demolished, a D.C. credit will only be issued where a building permit has been issued for redevelopment within 5 years of the demolition permit. D.C.s are payable for the dwelling units or additional non-residential floor area created in excess of what was demolished.

D.C. credits are also provided for the conversion of floor area from one principal use to another principal use (i.e. residential and non-residential). The D.C. payable is equal to charge for floor area/units in the space created, less the charge that would have been payable for the existing floor area/units. In no case shall the net charge be less than zero.

2.5 Exemptions

The Town's D.C. By-law includes statutory exemptions from payment of D.C.s with respect to:

- Industrial additions of up to and including 50% of the existing gross floor area (G.F.A) of the building – for industrial additions which exceed 50% of the existing G.F.A., only the portion of the addition in excess of 50% is subject to the payment of D.C.s;
- Land used for Municipal or Board of Education purposes; and
- Residential development that results in only the enlargement of an existing dwelling unit, or that results only in the creation of up to two additional dwelling units (as specified by O.Reg. 82/98).

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

- the development of a non-residential farm building used for bona fide agricultural purposes;
- places of worship;
- hospitals;
- temporary use permitted under a zoning by-law amendment enacted under section 39 of the Planning Act;
- temporary erection of a building without foundation as defined in the Building Code Act for a period not exceeding 6 consecutive months and not more than 6 months in any one calendar year on a site;

- parking structures;
- 50% of the development area of a nursing home; and
- development where, by comparison with the land at any time within the five years previous to the imposition of the charge:
- no additional dwelling units are being created;
- no additional non-residential G.F.A. is being added.

Downtown Community Improvement Project Area

- full exemption for development located within the Downtown Community Improvement Project Area applies to:
 - office development consisting of 2 or more storeys of office uses in a building or hotels of at least 6 storeys
 - commercial development provided that:
 - the retail/personal service component is located in a non-residential mixed-use building having 2 or more storeys of office, and the G.F.A. of the retail/personal service component does not exceed that of the office component, or,
 - the commercial development is located in a residential mixed-use building 6 storeys in height or greater, and the G.F.A. of the commercial uses does not exceed an amount equal to 30% of the total residential G.F.A.
 - Residential development equal to or greater than 90 units per net hectare, calculated on a block-by-block basis.
- 75% residential exemption for development located within the Downtown Community Improvement Project Area applies to:
 - residential development equal to or greater than 25 units per net hectare, but less than 90 units per net hectare, calculated on a block-by-block basis, for those dwelling units for which underground parking is provided in a common area or areas.
- 50% residential exemption for development located within the Downtown Community Improvement Project Area applies to:
 - residential development equal to or greater than 25 units per net hectare, but less than 90 units per net hectare, calculated on a block-by-block basis, for those dwelling units for which surface parking is provided.

Village of Pickering Community Improvement Project Area

- exemption for development located within the Village of Pickering Community Improvement Project Area;
 - 50% exemption for new residential/commercial or commercial/office development that consists of 2 or more storeys with the ground floor only comprised of any of the following uses: retail stores, restaurants, art gallery, place of entertainment, museum, convenience store, financial institution (bank only) as defined in Zoning By-law 95-2003;
 - 50% exemption for all development provided that the development provides a minimum of 60% of requirement on-site parking as underground parking and/or above ground deck parking that is appropriately designed to fit in with the proposed development and existing streetscape at the discretion of the Town.
 - Projects which satisfy requirements of both of the above-mentioned conditions will be eligible for a full exemption.

3. Anticipated Development in the Town of Ajax

3.1 Requirements of the Act

Chapter 4 provides the methodology for calculating a D.C. as per the D.C.A. Figure 4-1 presents this methodology graphically. It is noted in the first box of the schematic that in order to determine the D.C. that may be imposed, it is a requirement of section 5(1) of the D.C.A. that “the anticipated amount, type and location of development, for which D.C.s can be imposed, must be estimated.”

The growth forecast contained in this chapter (with supplemental tables in Appendix A) provides the anticipated development for which the Town of Ajax will be required to provide services, over a five-year (mid-2018 to mid-2023), ten-year (mid-2018 to mid-2028), and longer-term (mid-2018 to mid-2031) time horizons.

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

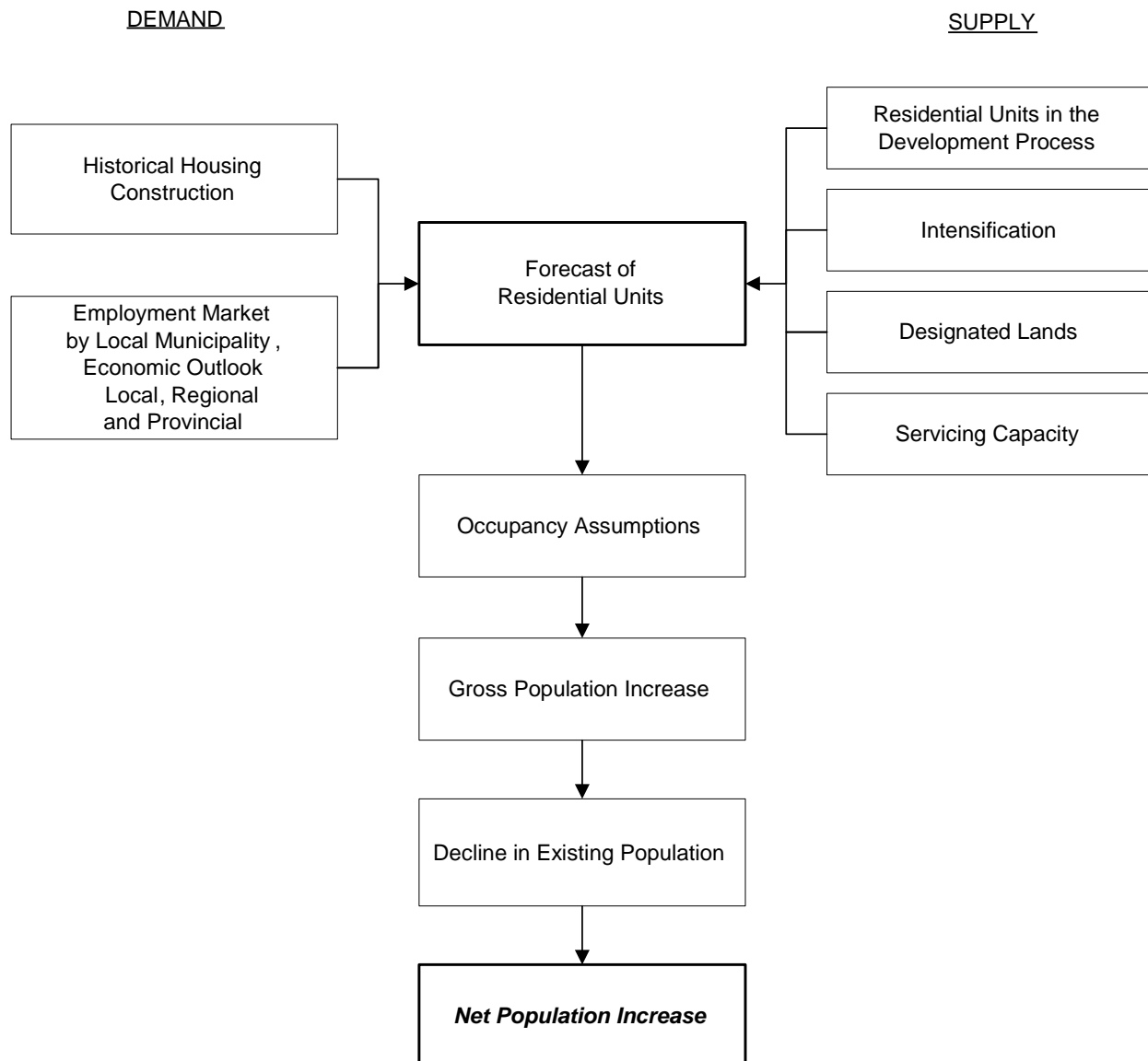
The D.C. growth forecast has been derived based on discussions with Town staff regarding historical development trends, development phasing, land availability and market demand. In compiling the growth forecast, the following information sources were also relied upon to assess residential and non-residential development potential for the Town of Ajax over the forecast period, including:

- Town of Ajax – Development Charges Background Study, 2013;
- 2001, 2006, 2011, and 2016 Census Data;
- A review of historical residential and non-residential development activity over the past 10 years;
- A review of residential and non-residential land supply; and
- Discussions with Town staff regarding the anticipated residential and non-residential development trends.

3.3 Summary of Growth Forecast

A detailed analysis of the residential and non-residential growth forecasts is provided in Appendix A. The discussion provided herein summarizes the anticipated growth for the Town of Ajax and describes the basis for the forecast. The results of the residential growth forecast analysis are summarized in Figure 3-1 below, and Schedule 1 in Appendix A.

Household Formation-Based Population and Household Forecast Model



As identified in Table 3-1 and Schedule 1 (Appendix A), the Town's population is anticipated to reach 127,400 by 2023, 130,350 by 2028 and 131,660 by 2031. This represents an increase of approximately 6,090, 9,040 and 10,360 persons, respectively, over the five-year, ten-year, and longer-term forecast periods. The population forecast summarized herein from Schedule 1 excludes the net Census undercount, which is estimated at approximately 4.6%. The Census undercount represents the net number of persons missed during Census enumeration. In calculating the D.C., the net Census undercount has been excluded from the growth forecast. Accordingly, all references provided herein to the population forecast exclude the net Census undercount. Provided below is a summary of the key assumptions and findings regarding the Town of Ajax D.C. growth forecast.

1. Housing Unit Mix (Appendix A – Schedules 1 through 8)

- The housing unit mix for the Town was derived from historical development activity, designated urban land supply (as per Schedule 7), the Town of Ajax Official Plan and discussions with Town staff regarding anticipated development trends for the Town.
- Based on the above, the long-term (2018 to 2031) household growth forecast is comprised of a housing unit mix of approximately 15% low density (single detached and semi-detached), 26% medium density (multiples except apartments) and 59% high density (bachelor, 1 bedroom and 2+ bedroom apartments).

2. Planning Period

- Short- and longer-term time horizons are required for the D.C. process. The D.C.A. limits the planning horizon for certain services, such as parks, recreation and libraries, to a ten-year planning horizon. Services related to a highway, police and fire services may utilize a longer planning horizon, and water, wastewater and stormwater services utilize a longer urban forecast period.

Table 3-1
Town of Ajax
Residential Growth Forecast Summary

Year	Population (Including Census Undercount) ¹	Population (Excluding Census Undercount)	Institutional Population	Population in Private Households	Housing Units					Equivalent Institutional Households	Person Per Unit (PPU): Total Population/Total Households	Persons in Private Households/ Total Households	
					Singles & Semi- Detached	Multiple Dwellings ²	Apartments ³	Other	Total Households				
Historical	<i>Mid-2001</i>	77,120	73,753	263	73,490	17,345	2,720	3,100	5	23,170	239	3.183	3.172
	<i>Mid-2006</i>	94,280	90,167	387	89,780	21,040	4,255	3,310	0	28,605	352	3.152	3.139
	<i>Mid-2011</i>	114,600	109,600	380	109,220	25,100	6,345	3,570	15	35,030	345	3.129	3.118
	<i>Mid-2016</i>	125,120	119,667	487	119,180	26,830	7,055	3,655	15	37,555	443	3.186	3.173
Forecast	<i>Mid-2018</i>	126,840	121,306	498	120,808	27,115	7,174	4,146	15	38,450	453	3.155	3.142
	<i>Mid-2023</i>	133,200	127,395	517	126,878	27,639	8,030	5,646	15	41,330	470	3.082	3.070
	<i>Mid-2028</i>	136,290	130,350	532	129,818	27,871	8,430	6,795	15	43,110	484	3.024	3.011
	<i>Mid-2031</i>	137,670	131,664	538	131,126	27,993	8,662	7,602	15	44,272	489	2.974	2.962
Incremental	Mid-2001 to Mid-2006	17,160	16,414	124	16,290	3,695	1,535	210	-5	5,435			
	Mid-2006 to Mid-2011	20,320	19,433	-7	19,440	4,060	2,090	260	15	6,425			
	Mid-2011 to Mid-2016	10,520	10,067	107	9,960	1,730	710	85	0	2,525			
	Mid-2016 to Mid-2018	1,720	1,639	11	1,628	285	119	491	0	895			
	Mid-2018 to Mid-2023	6,360	6,089	19	6,070	524	856	1,500	0	2,880			
	Mid-2018 to Mid-2028	9,450	9,044	34	9,010	755	1,256	2,649	0	4,660			
	Mid-2018 to Mid-2031	10,830	10,358	40	10,318	878	1,488	3,456	0	5,822			

Source: Watson & Associates Economists Ltd., 2018.

¹ Census undercount estimated at approximately 4.56%. Note: Population including the undercount has been rounded.

² Includes townhouses and apartments in duplexes.

³ Includes bachelor, 1-bedroom and 2-bedroom+ apartments.

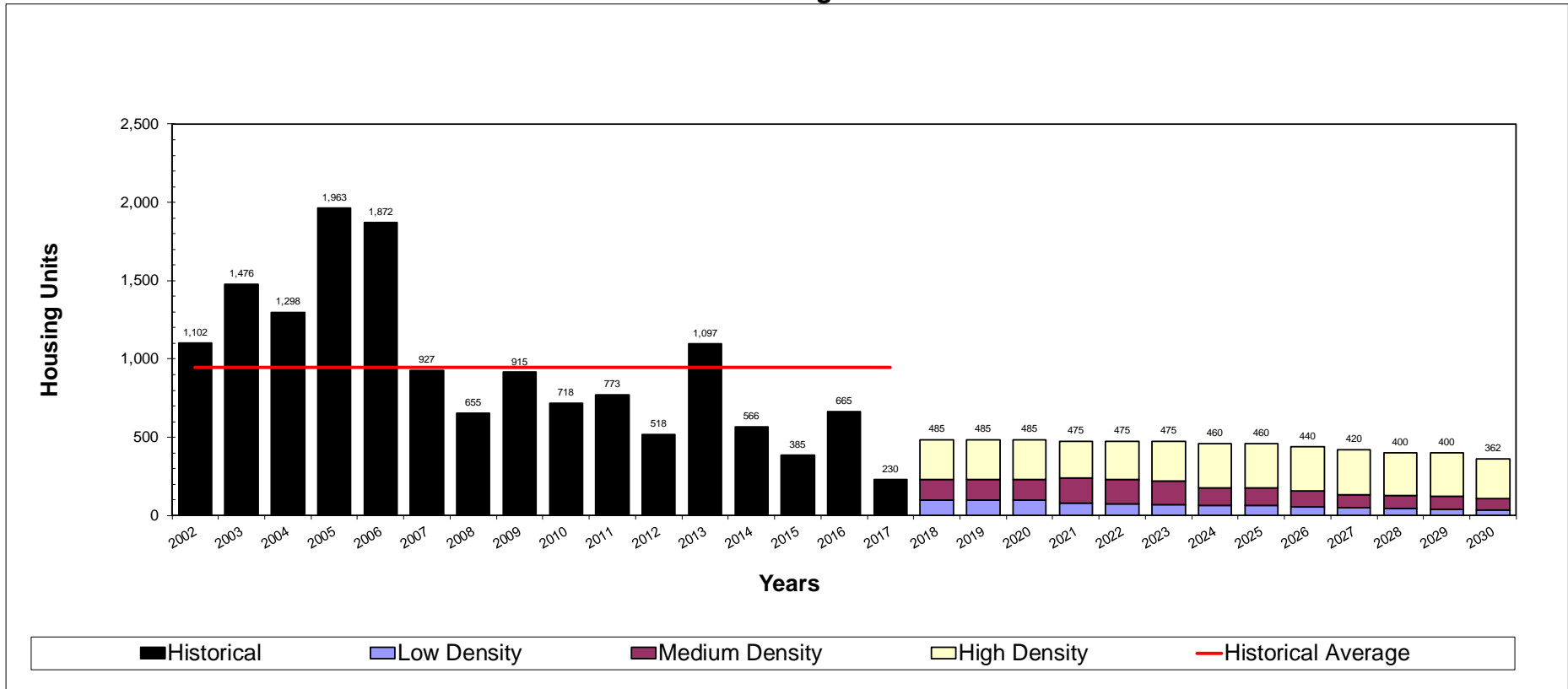
3. Population in New Units (Appendix A – Schedules 2 through 8)

- The number of housing units to be constructed in the Town of Ajax during the planning periods is presented on Figure 3-2. Over the 2018 to 2031 forecast period, the Town is anticipated to average 448 new housing units per year.
- Population in new units is derived from Schedules 3 through 5, which incorporate historical development activity, anticipated units (see unit mix discussion) and average persons per unit by dwelling type for new households.
- Schedules 8a and 8b summarize the average number of persons per unit (P.P.U.) for the new housing units by age and type of dwelling, based on 2016 custom Census data for the Town of Ajax and Durham Region. The 20-year average P.P.U.s by dwelling type are as follows:
 - Low density (Town of Ajax): 3.827
 - Medium density (Town of Ajax): 3.022
 - High density (Durham Region): 1.570

4. Existing Units and Population Change (Appendix A – Schedules 2, 3, 4, and 5)

- Existing households as of 2018 are based on the 2016 Census households, plus estimated residential units constructed between 2016 and 2017, assuming a 6-month lag between construction and occupancy (see Schedule 1).
- The decline in average occupancy levels for existing housing units is calculated in Schedules 3 through 5, by aging the existing population over the forecast period. The forecast population decline in existing households over the 2018 to 2031 forecast period is estimated at approximately 2,965.

**Figure 3-2
Town of Ajax
Annual Housing Forecast**



Source: Historical housing activity (2002 to 2016) based on Statistics Canada building permits, Catalogue 64-001-XIB

¹ Growth forecast represents calendar year.

5. Employment (Appendix A – Schedules 10a and 10b)

- Employment projections are largely based on the activity rate method, which is defined as the number of jobs in the Town of Ajax divided by the number of residents. Key employment sectors include primary¹, industrial, commercial/population-related, institutional, and work at home, which are considered individually below.
- The Town's 2016² employment base by place of work is outlined in Schedule 10. The 2016 employment base is comprised of the following sectors:
 - 130 primary (approximately <1%);
 - 3,700 work at home employment (approximately 10%);
 - 7,590 industrial (approximately 26%);
 - 11,480 commercial/population-related (approximately 39%);
 - 2,530 non-retail and 8,950 retail (approximately 9% and 30%, respectively); and
 - 6,320 institutional (approximately 22%).
- The 2016 employment base by usual place of work, including work at home, is approximately 29,220 jobs. An additional 4,100 jobs have been identified for the Town of Ajax as having no fixed place of work (N.F.P.O.W).³ The total employment including N.F.P.O.W. in 2016 is 33,320.
- The Town's 2018 employment base is estimated at 36,530 including work at home and N.F.P.O.W. employment.
- Schedule 10b, Appendix A, summarizes the employment forecast, excluding work at home employment and N.F.P.O.W. employment, which is the basis for the D.C. employment forecast. The impact on municipal services from work at home employees has already been included in the population forecast. The need for municipal services related to N.F.P.O.W. employees has largely been included in the employment forecast by usual place of work (i.e. employment and G.F.A. in the retail and accommodation sectors generated from N.F.P.O.W. construction

¹ Primary employment includes agriculture, forestry, fishing and hunting and Mining and oil and gas extraction

² 2016 employment is based on Statistics Canada 2016 Places of Work Employment dataset.

³ Statistics Canada defines "No Fixed Place of Work" (N.F.P.O.W.) employees as, "persons who do not go from home to the same work place location at the beginning of each shift. Such persons include building and landscape contractors, travelling salespersons, independent truck drivers, etc."

employment). Furthermore, since these employees have no fixed work address, they cannot be captured in the non-residential G.F.A. (G.F.A.) calculation. Accordingly, work at home and N.F.P.O.W. employees have been removed from the D.C. employment forecast and calculation.

- Total employment for the Town of Ajax (excluding work at home employment) is anticipated to reach approximately 33,540 by 2023, 37,220 by 2028, and 40,080 by 2031. This represents an employment increase of approximately 5,390, 9,070, and 11,930 additional jobs over the five-year, ten-year, and longer-term (2018 to 2031) period.

6. Non-Residential Sq.ft. Estimates G.F.A. (Appendix A – Schedule 10b)

- Square footage estimates are calculated in Schedule 10b based on the following employee density assumptions:¹
 - 1,200 sq.ft. per employee for industrial;
 - 350 sq.ft. per employee for non-retail employment;
 - 475 sq.ft. per employee for retail employment;² and
 - 650 sq.ft. per employee for institutional employment.
- The Town-wide incremental non-residential G.F.A. increase is forecast to be approximately 5,129,000 sq.ft. over the five-year forecast period, 8,484,750 sq.ft. over ten-year forecast period, and 11,153,500 sq.ft. over the longer-term forecast period (2018 to 2031).
- In terms of percentage growth, the 2018 to 2031 incremental G.F.A. forecast by sector is broken down as follows:
 - Industrial – approximately 82%;
 - Non-Retail – approximately 4%;
 - Retail – approximately 9%; and
 - Institutional – approximately 5%.

¹ Based on Watson & Associates Economists Ltd. employment surveys.

² Definition of retail employment is consistent with the Town of Ajax's definition of retail in By-Law No. 81-2013 and Region of Durham's definition of retail in By-Law No. 16-2013.

4. The Approach to the Calculation of the Charge

This chapter addresses the requirements of s.s.5(1) of the D.C.A., 1997 with respect to the establishment of the need for service which underpins the D.C. calculation. These requirements are illustrated schematically in Figure 4-1.

4.1 Services Potentially Involved

Table 4-1 lists the full range of municipal service categories which are provided within the Town.

A number of these services are defined in s.s.2(4) of the D.C.A., 1997 as being ineligible for inclusion in D.C.s. These are shown as “ineligible” on Table 4-1. In addition, two ineligible costs defined in s.s.5(3) of the D.C.A. are “computer equipment” and “rolling stock with an estimated useful life of [less than] seven years...” In addition, local roads are covered separately under subdivision agreements and related means (as are other local services). Moreover, some services, such as water and wastewater services are provided by the Regional Municipality. Services which are potentially eligible for inclusion in the Town’s D.C. are indicated with a “Yes”.

The D.C.A allows municipalities to define services for inclusion in the by-law. The Town’s current by-law includes Operation Services which includes services related to both Transportation Services and Parks and Recreation Services. Through discussion with Town staff, it was determined that these assets should be included in either Transportation Services or Parks and Recreation Services, based on the service provided. In addition, the Town’s existing D.C. By-law defines Parks Development and Major Indoor Recreation Facilities as separate services. These services have been combined into one service defined herein as Parks and Recreation Services.

4.2 Local Service Policy

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

Some of the need for services generated by additional development consists of local services related to a plan of subdivision. As such, they will be required as a condition of subdivision agreements or consent conditions. The Town's general policy guidelines on D.C. and local service funding is detailed in Appendix D to this report.

4.3 Capital Forecast

Paragraph 7 of s.s.5(1) of the D.C.A. requires that, "the capital costs necessary to provide the increased services must be estimated." The Act goes on to require two potential cost reductions and the Regulation sets out the way in which such costs are to be presented. These requirements are outlined below.

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

The capital costs include:

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

**Figure 4-1
The Process of Calculating a D.C. under the Act**

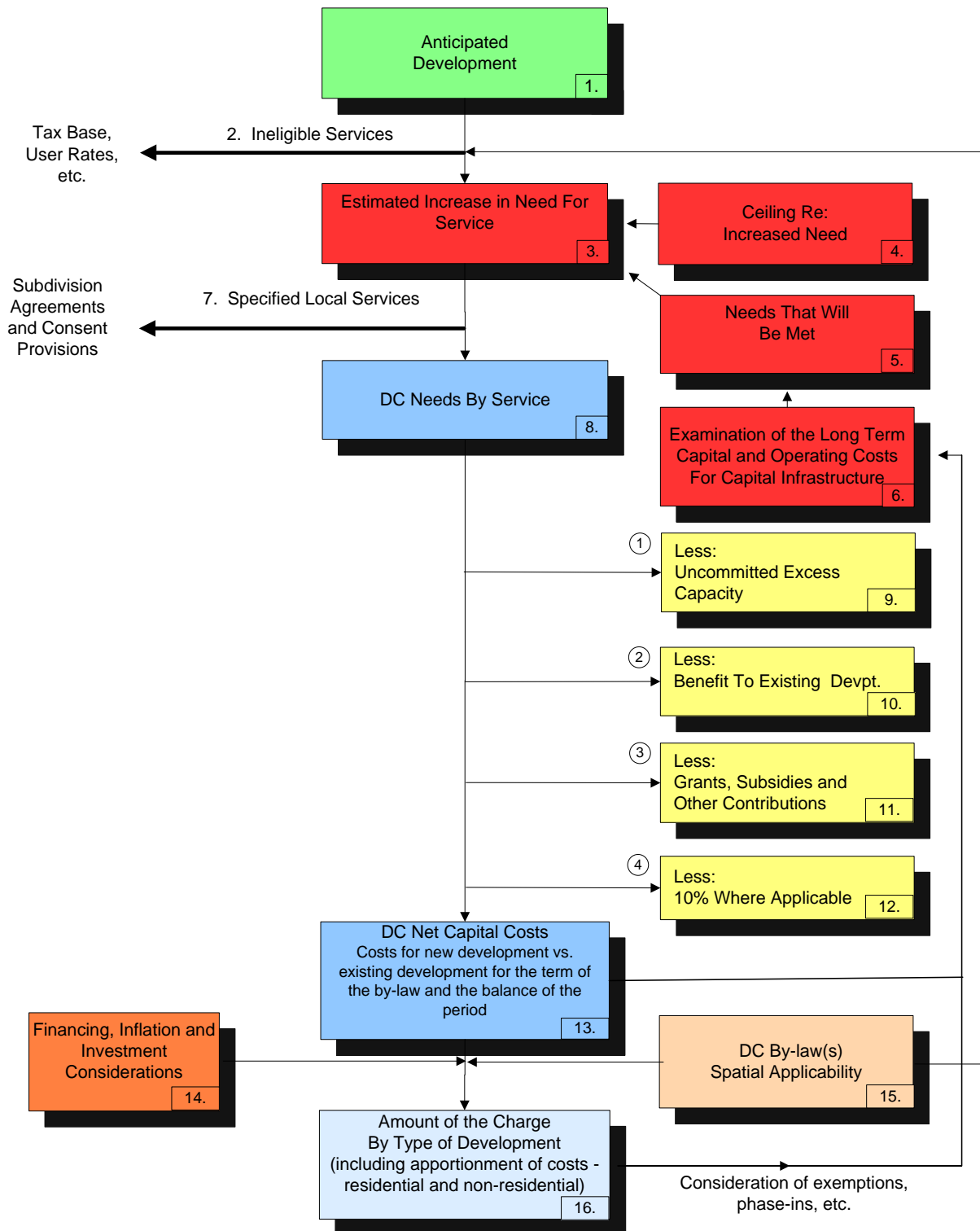


Table 4-1
Categories of Municipal Services
To Be Addressed as Part of the Calculation

Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery %
1. Services Related to a Highway	Yes	1.1 Arterial roads	100
	Yes	1.2 Collector roads	100
	Local Service	1.3 Local roads	100
	Yes	1.4 Intersections and Traffic signals	100
	Yes	1.5 Sidewalks and streetlights	100
2. Other Transportation Services	n/a	2.1 Transit vehicles	100
	n/a	2.2 Other transit infrastructure	100
	n/a	2.3 Municipal parking spaces - indoor	90
	No	2.4 Municipal parking spaces - outdoor	90
	Yes	2.5 Works Yards	100
	Yes	2.6 Rolling stock ¹	100
	n/a	2.7 Ferries	90
	n/a	2.8 Airport facilities	90
3. Storm Water Drainage and Control Services	Yes	3.1 Main channels and drainage trunks	100
	Local Service	3.2 Channel connections	100
	Local Service	3.3 Retention/detention ponds	100
4. Fire Protection Services	Yes	4.1 Fire stations	100
	Yes	4.2 Fire pumpers, aerials and rescue vehicles	100
	Yes	4.3 Small equipment and gear	100
5. Outdoor Recreation Services (i.e. Parks and Open Space)	Ineligible	5.1 Acquisition of land for parks, woodlots and E.S.A.s	0
	Yes	5.2 Development of area municipal parks	90
	Yes	5.3 Development of district parks	90
	Yes	5.5 Development of special purpose parks	90
	Yes	5.6 Parks rolling stock ¹ and yards	90

¹with 7+ year life time
computer equipment excluded throughout

Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery %
6. Indoor Recreation Services	Yes	6.1 Arenas, indoor pools, fitness facilities, community centres, etc. (including land)	90
	Yes	6.2 Recreation vehicles and equipment ¹	90
7. Library Services	Yes	7.1 Public library space (incl. furniture and equipment)	90
	Yes	7.2 Library materials	90
8. Electrical Power Services	Ineligible	8.1 Electrical substations	0
	Ineligible	8.2 Electrical distribution system	0
	Ineligible	8.3 Electrical system rolling stock ¹	0
9. Provision of Cultural, Entertainment and Tourism Facilities and Convention Centres	Ineligible	9.1 Cultural space (e.g. art galleries, museums and theatres)	0
	Ineligible	9.2 Tourism facilities and convention centres	0
10. Waste Water Services	n/a	10.1 Treatment plants	100
	n/a	10.2 Collection systems	100
	n/a	10.3 Local systems	100
11. Water Supply Services	n/a	11.1 Treatment plants	100
	n/a	11.2 Distribution systems	100
	n/a	11.3 Local systems	100
12. Waste Management Services	n/a	12.1 Collection, transfer vehicles and equipment	90
	Ineligible	12.3 Landfills and other disposal facilities	0
	n/a	12.3 Other waste diversion facilities	90
13. Police Services	n/a	13.1 Police detachments	100
	n/a	13.2 Police rolling stock ¹	100
	n/a	13.3 Small equipment and gear	100
14. Homes for the Aged	n/a	14.1 Homes for the aged space	90

¹with 7+ year life time computer equipment excluded throughout

Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery %
15. Day Care	n/a	15.1 Day care space	90
16. Health	n/a	16.1 Health department space	90
17. Social Services	n/a	17.1 Social service space	90
18. Ambulance	n/a n/a	18.1 Ambulance station space	90
		18.2 Vehicles ¹	90
19. Hospital Provision	Ineligible	19.1 Hospital capital contributions	0
20. Provision of Head-quarters for the General Administration of Municipalities and Area Municipal Boards	Ineligible Ineligible Ineligible	20.1 Office space (all services)	0
		20.2 Office furniture	0
		20.3 Computer equipment	0
21. Other Services	Yes	21.1 Studies in connection with acquiring buildings, rolling stock, materials and equipment, and improving land ² and facilities, including the D.C. background study cost	0-100
	Yes	21.2 Interest on money borrowed to pay for growth-related capital	0-100

Eligibility for Inclusion in the DC Calculation	Description
Yes	Municipality provides the service - service has been included in the DC Calculation
No	Municipality provides the service - service has not been included in the DC Calculation
n/a	Municipality does not provide the service
Ineligible	Service is ineligible for inclusion in the DC calculation

¹with 7+ year life time

²same percentage as service component to which it pertains
computer equipment excluded throughout

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

4.4 Treatment of Credits

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

The Town currently has no outstanding credit obligations.

4.5 Eligible Debt and Committed Excess Capacity

Section 66 of the D.C.A., 1997 states that for the purposes of developing a D.C. by-law, a debt incurred with respect to an eligible service may be included as a capital cost, subject to any limitations or reductions in the Act. Similarly, s.18 of O.Reg. 82/98 indicates that debt with respect to an ineligible service may be included as a capital cost, subject to several restrictions.

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

The Town has outstanding debt payments related for the Audley Recreation Centre Phase 1 and the Main Library Branch that have been included in the calculation of the charge for Parks and Recreation Services and Library Services respectively. Furthermore, previous debt payments for the Audley Recreation Centre Phase 1 were not funded from the D.C. reserve fund and as such have been included in the calculation of the charge through the calculation of the D.C. reserve fund balance.

4.6 Existing Reserve Funds

Section 35 of the D.C.A. states that:

“The money in a reserve fund established for a service may be spent only for capital costs determined under paragraphs 2 to 8 of subsection 5(1).”

There is no explicit requirement under the D.C.A. calculation method set out in s.s.5(1) to net the outstanding reserve fund balance as part of making the D.C. calculation; however, s.35 does restrict the way in which the funds are used in future.

The Town's adjusted D.C. reserve fund balances, by service, as at December 31, 2017 are presented in Table 4-2. 2017 year-end reserve fund balances have been adjusted to account for completed D.C. eligible projects not funded from the D.C. reserve funds (e.g. Audley Recreation Centre Phase 1 debt payments), 2013-2017 unfunded D.C. exemptions, and 2018 D.C. eligible projects budgeted to be funded from the Town's D.C. reserve funds. These balances have been applied against future spending requirements for all services.

Table 4-2
Town of Ajax
Adjusted 2017 Year-End D.C. Reserve Funds Balances
(December 31, 2017)

Service	Totals
Transportation Services	(\$3,632,667)
Fire Services	(\$1,123,211)
Parks and Recreation Services	\$11,828,537
Library Services	\$2,028,411
Administration Services	(\$63,631)
Total	\$9,037,438

4.7 Deductions

The D.C.A., 1997 potentially requires that five deductions be made to the increase in the need for service. These relate to:

- the level of service ceiling;
- uncommitted excess capacity;
- benefit to existing development;
- anticipated grants, subsidies and other contributions; and
- a 10% reduction for certain services.

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

4.7.1 Reduction Required by Level of Service Ceiling

This is designed to ensure that the increase in need for services does "...not include an increase that would result in the level of service (for the additional development increment) exceeding the average level of the service provided in the Town over the 10-year period immediately preceding the preparation of the background study..." O.Reg. 82/98 (s.4) goes further to indicate that, "...both the quantity and quality of a service shall be taken into account in determining the level of service and the average level of service."

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

4.7.2 Reduction for Uncommitted Excess Capacity

Paragraph 5 of s.s.5(1) requires a deduction from the increase in the need for service attributable to the anticipated development that can be met using the Town's "excess capacity," other than excess capacity which is "committed" (discussed above in 4.5).

"Excess capacity" is undefined, but in this case must be able to meet some or all of the increase in need for service, in order to potentially represent a deduction. The deduction of uncommitted excess capacity from the future increase in the need for service, would normally occur as part of the conceptual planning and feasibility work associated with justifying and sizing new facilities, e.g. if a road widening to accommodate increased traffic is not required because sufficient excess capacity is already available, then widening would not be included as an increase in need, in the first instance.

4.7.3 Reduction for Benefit to Existing Development

This step involves a further reduction to the need, by the extent to which such an increase in service would benefit existing development. The level of services cap is related, but is not the identical requirement. Wastewater (sanitary), stormwater and water trunks are highly localized to growth areas and can be more readily allocated in this regard than other services such as roads which do not have a fixed service area.

Where existing development has an adequate service level which will not be tangibly increased by an increase in service, no benefit would appear to be involved. For example, where expanding existing library facilities simply replicates what existing

residents are receiving, they receive very limited (or no) benefit as a result. On the other hand, where a clear existing service problem is to be remedied, a deduction should be made accordingly.

In the case of services such as recreation facilities, community parks, libraries, etc., the service is typically provided on a municipal-wide system basis. For example, facilities of the same type may provide different services (i.e. leisure pool vs. competitive pool), different programs (i.e. hockey vs. figure skating) and different time availability for the same service (i.e. leisure skating available on Wednesday in one arena and Thursday in another). As a result, residents will travel to different facilities to access the services they want at the times they wish to use them, and facility location generally does not correlate directly with residence location. Even where it does, displacing users from an existing facility to a new facility frees up capacity for use by others and generally results in only a very limited benefit to existing development. Further, where an increase in demand is not met for a number of years, a negative service impact to existing development is involved for a portion of the planning period.

4.7.4 Reduction for Anticipated Grants, Subsidies and Other Contributions

This step involves reducing the capital costs necessary to provide the increased services by capital grants, subsidies and other contributions made or anticipated by Council and in accordance with various rules such as the attribution between the share related to new vs. existing development O.Reg. 82/98, s.6. Where grant programs do not allow funds to be applied to growth-related capital needs, the proceeds can be applied to the non-growth share of the project exclusively. Moreover, Gas Tax revenues are typically used to fund non-growth-related works or the non-growth share of D.C. projects, given that the contribution is not being made in respect of particular growth-related capital projects.

4.7.5 The 10% Reduction

Paragraph 8 of s.s.(1) of the D.C.A. requires that, “the capital costs must be reduced by 10 percent.” This paragraph does not apply to water supply services, wastewater services, stormwater drainage and control services, services related to a highway, police, fire protection services, and transit services. The primary services that the 10% reduction does apply to include services such as parks and recreation, libraries, childcare/social services, ambulance, homes for the aged and health. The 10% is to be netted from the capital costs necessary to provide the increased services, once the other deductions have been made, as per the infrastructure cost sheets in Chapter 5.

4.8 D.C. By-Law Spatial Applicability

There are four basic choices to be addressed when considering the geographic application of a D.C.:

1. the entire municipality for all services (which is the most commonly-used approach);
2. part of the municipality for all services; balance of the municipality is exempt (because it is outside the service's coverage area or can be served at little or no incremental cost);
3. different by-laws and charges in different municipal service areas (in order to recognize distinctly different servicing cost situations); and
4. a uniform municipal-wide charge with separate charge covering additional area-specific services (e.g. the coverage area for specific works).

Subsection 2(9) of the D.C.A. may prescribe services for which a D.C. by-law must apply on an area-specific basis. For prescribed services, Council shall pass different D.C. by-laws for different parts of the municipality, in accordance with the prescribed criteria. Currently the Province has not prescribed services under this subsection of the D.C.A.

For services that are not prescribed under s.s. 2(9) of the D.C.A., the background study must give consideration of the use of more than one D.C. by-law to reflect different needs for services in different areas. Most municipalities in Ontario have established uniform, municipal-wide development charges. This is consistent with the Town's approach to imposing its current development charges.

Consideration for area-specific charges have been reviewed with Town staff, these discussions included:

- The D.C.A. requires a historic ten-year service level be calculated for all applicable services across the Town to establish an upper limit on the amount of D.C.s which can be collected. If a development charge by-law applies to a part of the municipality, the level of service cannot exceed that which would be determined if the by-law applied to the municipality as a whole. As such, when applied to forecast growth within the specific area, it would establish an area specific level of service ceiling which would significantly reduce the total revenue recoverable for the Town, potentially resulting in D.C. revenue shortfalls and impacts on property taxes and user rates.

- Attempting to impose an area-specific D.C. potentially causes equity issues in transitioning from a Town-wide uniform approach to an area specific approach. A Town-wide development charge is comparably more equitable when applied across all areas of the Town, some which are more developed (with most capital needs funded from Town-wide development charges revenues) and others that are less developed (which would now be subject to potentially higher area-specific development charges, and no benefit of D.C. funding from other more developed areas of the Town).
- As a result of its municipal structure, services are available across the Town, used often by all constituents and are not restricted to one specific geographic area. The use of a Town-wide D.C. approach reflects these system-wide benefits of service and more closely aligns with the funding principles of service provision (e.g. uniform property tax rates, etc.).
- Discussion's surrounding the imposition of area-specific D.C.s for Transportation Services have taken place with regard to separate charges for development within and outside of Community Improvement Plan or infill areas. However, traffic modelling data for the rationale to base an area-specific calculation for roads needs is not available.

Based on the foregoing, the Town is proposing to maintain the current approach of imposing all services on a uniform Town-wide basis.

5. D.C. Eligible Cost Analysis by Service

This chapter outlines the basis for calculating D.C. eligible costs to be applied on a Town-wide uniform basis. The required calculation process set out in s.5(1) paragraphs 2 to 8 in the D.C.A., 1997, and described in Chapter 4, was followed in determining D.C. eligible costs.

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

5.1 Service Levels and 10-Year Capital Costs for Town-wide D.C. Calculation

This section evaluates the development-related capital requirements for select services over the 10-year planning period (2018-2027). For these services, each service component is evaluated on two format sheets: the average historical 10-year level of service calculation (see Appendix B), which "caps" the D.C. amounts; and the infrastructure cost calculation, which determines the potential D.C. recoverable cost.

5.1.1 Fire Services

The Town currently has 54,409 sq.ft. of floor space contained within three fire stations. The Town also maintains 92 sets of personal fire fighting equipment and an inventory of 21 vehicles. In total, the inventory of Fire Services assets provides a historic average level of service of \$345 per capita and employee. The historical level of investment in Fire Services provides for a maximum D.C. eligible amount over the forecast period of \$6.2 million.

Over the 10-year forecast period the Town anticipates acquiring three additional vehicles, as well as equipment and facility modifications required for the 22 additional staff associated with the new vehicles. Furthermore, the Town's Fire Services D.C. reserve fund is currently in a deficit position of \$1.1 million related to the construction of the Fire Headquarters facility. Consistent with the approach utilized in the Town's 2013 D.C. Background Study, interest costs have been included for internal financing of the reserve fund deficit. In total, the gross capital cost estimates for the increase in need for service, totals \$2.8 million. After deductions of approximately \$78,000 for the benefit to existing development, reflecting the minor overall service level benefit to the Town in terms of improved response times, the net D.C. eligible costs total \$2.7 million.

The allocation of net growth-related costs for fire services between residential, and non-residential development is 50% and 50% respectively, reflective of the incremental growth in population and employment over the forecast period.

5.1.2 Parks and Recreation

The Town currently maintains approximately 346 hectares of parkland, approximately 33,000 metres of minor recreation trails, and 105 parks operations and parks and recreation vehicles. In addition, the Town utilizes approximately 45,000 sq.ft. of operations facilities and 429,000 sq.ft. of recreation facilities in the provision of parks and recreations services. The Town's level of service over the historic 10-year period averaged \$3,998 per capita. In total, the maximum D.C. eligible amount for Parks and Recreation Services over the 10-year forecast period is \$36.1 million based on the established level of service standard.

The 10-year capital needs for Parks and Recreation Services to accommodate growth have a total gross capital cost of approximately \$86.5 million. These capital needs are comprised of future parkland and recreation trail development, additional indoor recreation facility space needs, and additional operations vehicles related to parks and recreation services. Capital needs providing benefits to growth beyond the 10-year forecast period have been deducted totalling \$45.4 million. Of the capital needs benefiting future development over the 10-year forecast period, \$7.6 million has been deducted to reflect the nominal benefits to the existing developments. The statutory 10% deduction applicable for Parks and Recreation Services totals \$2.6 million.

The existing D.C. reserve fund balance of \$11.8 million for Parks and Recreation Services has been deducted from the D.C. recoverable capital costs. This recognizes funds collected from previous development to meet part of the anticipated service needs. The resultant net growth-related capital costs for inclusion in the D.C. calculation total \$19.2 million.

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

5.1.3 Library Services

Library services are provided by the Town through the provision of 43,800 sq.ft. of facility space, approximately 213,000 library collection material items, and one vehicle. The average level of service provided over the historical 10-year period based on this inventory is \$486 per capita. When applied to the anticipated development over the

forecast period, the per capita level of service produces a maximum D.C. eligible amount for Library Services of \$4.5 million.

The gross capital costs for Library Services included in the D.C. calculation for the 10-year forecast period total \$14.3 million. The capital cost estimates include a new library at the Audley Recreation Centre (Phase 2) and the associated collection materials, as well as the net present value of the remaining principal and interest debt payments for the Main Library Branch. A total deduction of \$6.4 million in capital costs has been provided reflecting the benefits to development beyond the 10-year forecast period. Recognizing the overall service level benefits to existing developments, as contained in the Town's 2013 D.C. Background Study, a total of \$1.3 million has been deducted from the growth-related capital costs benefiting development over the 10-year forecast period. Furthermore, deductions of \$0.6 million for the required 10% statutory deduction have been applied. After deducting the current Library Services reserve fund balance of \$2.0 million from the net growth related costs, the potential D.C. recoverable costs included in the calculation of the charge total \$3.9 million.

Similar to Parks and Recreation Services, the predominant users of library services tend to be residents of the Town, and as such the forecast growth-related costs have been allocated 95% to residential development and 5% to non-residential development.

5.1.4 Administration Studies

The D.C.A. permits the inclusion of studies undertaken to facilitate the completion of the Town's capital works program and the D.C. Background Study. The Town has made provision for the inclusion of new studies undertaken to facilitate future D.C. processes, as well as other studies which benefit future growth. These studies include a Transportation Master Plan, master plans/servicing studies for other services, planning and intensification studies, and the growth-related costs of asset management.

The gross capital cost estimates for these studies total \$3.2 million over the 10-year forecast period. Approximately \$906,000 has been deducted for the benefit to existing development, and \$137,000 has been deducted for the 10% statutory deduction. The current Administration Studies D.C. reserve fund is in a deficit position totalling \$64,000. Including the funding of this deficit, the net growth-related capital costs included in the calculation of the charge totals approximately \$2.2 million.

These costs have been allocated 50% to residential development, and 50% to non-residential development based on the incremental growth in population to employment for the 10-year forecast period.

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

Prj .No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2018\$)	Post Period Benefit	Net Capital Cost	Less:		Potential DC Recoverable Cost		
						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 50%	Non-Residential Share 50%
	2018-2027									
	Vehicles									
F01	Training Division Vehicle (2500 crew cab 4WD)	2019	77,000	-	77,000	3,850		73,150	36,575	36,575
F02	Fire Prevention Vehicle (plug in hybrid sedans)	2022	39,000	-	39,000	1,950		37,050	18,525	18,525
F03	Pumper-Rescue	2023	1,100,000	-	1,100,000	55,000		1,045,000	522,500	522,500
				-	-	-		-	-	-
	Equipment			-	-	-		-	-	-
F04	Equipment for 1 Training Officer	2019	9,200	-	9,200	460		8,740	4,370	4,370
F05	Equipment for 1 Fire Prevention Officer	2022	5,700	-	5,700	285		5,415	2,708	2,708
F06	Equipment for 20 Firefighters - Supression	2023	184,000	-	184,000	9,200		174,800	87,400	87,400
F07	Facility Modifications, Furnishings, and Equipment (new staff)	2019-2023	143,000	-	143,000	7,150		135,850	67,925	67,925
				-	-	-		-	-	-
	Projects Already Completed			-	-	-		-	-	-
F08	Fire Headquarters (Net Present Value of Principal Payments)	2018-2027	1,003,000	-	1,003,000	-		1,003,000	501,500	501,500
F09	Fire Headquarters (Net Present Value of Interest Payments)	2018-2027	210,000	-	210,000	-		210,000	105,000	105,000
	Total		2,770,900	-	2,770,900	77,895	-	2,693,005	1,346,503	1,346,503

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

Prj.No	Increased Service Needs Attributable to Anticipated Development 2018-2027	Park Size (ha)	Timing (year)	Gross Capital Cost Estimate (2018\$)	Post Period Benefit	Net Capital Cost	Less:		Subtotal	Less:		Potential DC Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development		Other (e.g. 10% Statutory Deduction)	Total	Residential Share 95%	Non-Residential Share 5%	
Parkland Development and Trails														
P01	Eagle Woods Parkette (A3 John Boddy Parkette)	0.37	2018	340,000	-	340,000	25,500		314,500	31,450	283,050	268,898	14,153	
P02	Duffins Village Central Park (A9 Central Parkette)	2.22	2018	950,000	-	950,000	71,250		878,750	87,875	790,875	751,331	39,544	
P03	Audley Recreation Centre, Phase 2	5.00	2018	479,000	-	479,000	35,925		443,075	44,308	398,768	378,829	19,938	
P04	Mulberry Meadows (Sundial Audley/Rossland Neighbourhood Park)	2.55	2018-2027	950,000	-	950,000	71,250		878,750	87,875	790,875	751,331	39,544	
P05	Mulberry Meadows Parkettes (Sundial Audley/Rossland Valley Parkettes)	0.48	2019	350,000	-	350,000	26,250		323,750	32,375	291,375	276,806	14,569	
P06	Woodland Park - Harwood Avenue	1.77	2020	165,000	-	165,000	12,375		152,625	15,263	137,363	130,494	6,868	
P07	Meadows North Neighbourhood Park	1.05	2021	660,000	-	660,000	49,500		610,500	61,050	549,450	521,978	27,473	
P08	Magnum Opus Community Park	4.10	2021	1,600,000	-	1,600,000	120,000		1,480,000	148,000	1,332,000	1,265,400	66,600	
P09	Remmer Neighbourhood Park	0.42	2021	600,000	-	600,000	45,000		555,000	55,500	499,500	474,525	24,975	
P10	Daste North Parkette	0.20	2022	200,000	-	200,000	15,000		185,000	18,500	166,500	158,175	8,325	
P11	Fieldgate Homes Parkette	0.28	2022	200,000	-	200,000	15,000		185,000	18,500	166,500	158,175	8,325	
P12	A9 Taunton Parkette	0.13	2023-2027	200,000	-	200,000	15,000		185,000	18,500	166,500	158,175	8,325	
P13	A9 Duffins Parkette	0.22	2023-2027	200,000	-	200,000	15,000		185,000	18,500	166,500	158,175	8,325	
P14	Sundial Downtown Park, Phase 2	1.00	2023-2027	597,000	-	597,000	44,775		552,225	55,223	497,003	472,152	24,850	
P15	A9 North Neighbourhood Park	3.52	2023-2027	1,112,000	-	1,112,000	83,400		1,028,600	102,860	925,740	879,453	46,287	
P16	Audley Recreation Centre, Phase 3 (skate trail and outdoor events area)		2023-2027	1,280,000	-	1,280,000	96,000		1,184,000	118,400	1,065,600	1,012,320	53,280	
P17	A9 East Village Park	0.42	2023-2027	244,000		244,000	18,300		225,700	22,570	203,130	192,974	10,157	
Indoor Recreation														
P18	Audley Recreation Centre Phase 2		2018	26,124,000	9,361,600	16,762,400	2,612,400		14,150,000	1,415,000	12,735,000	12,098,250	636,750	
P19	Audley Recreation Centre Phase 1 (Net Present Value of Principal Payments)		2018-2027	6,106,000	-	6,106,000	-		6,106,000		6,106,000	5,800,700	305,300	
P20	Audley Recreation Centre Phase 1 (Net Present Value of Interest Payments)		2018-2027	1,665,000	-	1,665,000	-		1,665,000		1,665,000	1,581,750	83,250	
P21	Audley Recreation Centre Phase 3 (Twin Pad Arena)		2023-2027	39,880,000	35,892,000	3,988,000	3,988,000		-	-	-	-	-	
P22	A-9 Community School		2023-2027	2,026,000	-	2,026,000	202,600		1,823,400	182,340	1,641,060	1,559,007	82,053	

Infrastructure Costs Covered in the D.C. Calculation – Parks and Recreation Services (Cont'd)

Prj.No	Increased Service Needs Attributable to Anticipated Development 2018-2027	Park Size (ha)	Timing (year)	Gross Capital Cost Estimate (2018\$)	Post Period Benefit	Net Capital Cost	Less:		Subtotal	Less:	Potential DC Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development		Other (e.g. 10% Statutory Deduction)	Total	Residential Share 95%	Non-Residential Share 5%
Operations Vehicles and Equipment													
P23	Mini Sweeper		2018	250,000	-	250,000	12,500		237,500	23,750	213,750	203,063	10,688
P24	Crew Cab 4x4 Pickup (S)		2019	28,000	-	28,000	1,400		26,600	2,660	23,940	22,743	1,197
P25	Front Runner (S)		2019	15,000	-	15,000	750		14,250	1,425	12,825	12,184	641
P26	Zero Turn Mower		2019	22,500	-	22,500	1,125		21,375	2,138	19,238	18,276	962
P27	Trades Van (S)		2020	27,000	-	27,000	1,350		25,650	2,565	23,085	21,931	1,154
P28	Fleet Service Truck (S)		2022	38,000	-	38,000	1,900		36,100	3,610	32,490	30,866	1,625
P29	Crew Cab 4x4 Pickup		2025	62,000	-	62,000	3,100		58,900	5,890	53,010	50,360	2,651
P30	Equipment Trailer		2025	15,000	-	15,000	750		14,250	1,425	12,825	12,184	641
P31	Front Runner		2025	33,300	-	33,300	1,665		31,635	3,164	28,472	27,048	1,424
P32	Zero Turn Mower		2025	22,500	-	22,500	1,125		21,375	2,138	19,238	18,276	962
P34	Ice Resurfacer (ARC)		2025	105,000	99,750	5,250	5,250		-	-	-	-	-
	Reserve Fund Adjustment			-	-	-	-		(11,828,537)		(11,828,537)	(11,237,110)	(591,427)
	Total			86,546,300	45,353,350	41,192,950	7,593,440		21,770,973	2,582,851	19,188,122	18,228,716	959,406

(s) = Shared vehicles and equipment items between Parks and Recreation and Transportation Services.

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

Prj.No	Increased Service Needs Attributable to Anticipated Development 2018-2027	Timing (year)	Gross Capital Cost Estimate (2018\$)	Post Period Benefit	Net Capital Cost	Less:		Subtotal	Less:	Potential DC Recoverable Cost		
						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development		Other (e.g. 10% Statutory Deduction)	Total	Residential Share 95%	Non-Residential Share 5%
	Facilities											
L01	ARC Facility (15,640 sq.ft.)	2018	12,809,000	6,386,262	6,422,738	1,280,900		5,141,838	514,184	4,627,654	4,396,272	231,383
L02	Main Library Branch (Net Present Value of Principal Payments)	2018-2019	352,000	-	352,000	-		352,000		352,000	334,400	17,600
L03	Main Library Branch (Net Present Value of Interest Payments)	2018-2019	27,000	-	27,000	-		27,000		27,000	25,650	1,350
	Materials											
L04	Library Materials for ARC - 35,000 items	2018-2019	893,000	-	893,000	44,650		848,350	84,835	763,515	725,339	38,176
L05	Library Materials for ARC - 5,000 items	2021	179,000	-	179,000	8,950		170,050	17,005	153,045	145,393	7,652
	Reserve Fund Adjustment							(2,028,411)		(2,028,411)	(1,926,990)	(101,421)
	Total		14,260,000	6,386,262	7,873,738	1,334,500	-	4,510,827	616,024	3,894,803	3,700,063	194,740

Infrastructure Costs Covered in the D.C. Calculation – Administration Services

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2018\$)	Post Period Benefit	Net Capital Cost	Less:		Subtotal	Less: Other (e.g. 10% Statutory Deduction)	Potential DC Recoverable Cost		
						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development			Total	Residential Share 50%	Non-Residential Share 50%
	2018-2027											
A01	Recreation, Parks & Culture Master Plan	2019	150,000	-	150,000	30,000		120,000	12,000	108,000	54,000	54,000
A02	Peer Review Fire Master Plan	2019	20,000	-	20,000	4,000		16,000		16,000	8,000	8,000
A03	Central Ajax Employment Area Intensification Study	2019	82,000	-	82,000	-		82,000	8,200	73,800	36,900	36,900
A04	Asset Management Plan and Software	2019-2022	375,000	-	375,000	333,845		41,155	4,116	37,040	18,520	18,520
A05	Fire Master Plan	2020	164,000	-	164,000	32,800		131,200		131,200	65,600	65,600
A06	Official Plan Review	2020	164,000	-	164,000	82,000		82,000	8,200	73,800	36,900	36,900
A07	Uptown Intensification Study	2020	80,000	-	80,000	-		80,000	8,000	72,000	36,000	36,000
A08	Harwood Avenue Midtown Improvement Study	2020	55,000	-	55,000	-		55,000	5,500	49,500	24,750	24,750
A09	North Pickering Village Study	2020	50,000	-	50,000	12,500		37,500	3,750	33,750	16,875	16,875
A10	Pickering Village (Lower Duffins) Special Policy Area Review	2021	70,000	-	70,000	-		70,000	7,000	63,000	31,500	31,500
A11	Integrated Transportation Master Plan	2021	225,000	-	225,000	45,000		180,000		180,000	90,000	90,000
A12	Transportation Demand Management	2021	70,000	-	70,000	14,000		56,000		56,000	28,000	28,000
A13	DC Background Study	2022	100,000	-	100,000	-		100,000	10,000	90,000	45,000	45,000
A14	Architectural Design Guidelines for Medium and High Density Development	2022	88,000	-	88,000	-		88,000	8,800	79,200	39,600	39,600
A15	Stormwater Capacity Study	2022	200,000	-	200,000	50,000		150,000		150,000	75,000	75,000
A16	Library Master Plan	2022-2027	137,000	-	137,000	27,400		109,600	10,960	98,640	49,320	49,320
A17	Recreation, Parks & Culture Master Plan	2024	150,000	-	150,000	30,000		120,000	12,000	108,000	54,000	54,000
A18	Integrated Transportation Master Plan	2026	225,000	-	225,000	45,000		180,000		180,000	90,000	90,000
A19	Transportation Demand Management	2026	70,000	-	70,000	14,000		56,000		56,000	28,000	28,000
A20	Comprehensive Zoning By-law Update	2027	175,000	-	175,000	87,500		87,500	8,750	78,750	39,375	39,375
A21	Stormwater Capacity Study	2027	200,000	-	200,000	50,000		150,000		150,000	75,000	75,000
A22	DC Background Study	2027	100,000	-	100,000	-		100,000	10,000	90,000	45,000	45,000
A23	Other Growth Studies	2018-2027	241,000	-	241,000	48,200		192,800	19,280	173,520	86,760	86,760
	Reserve Fund Adjustment							63,631		63,631	31,815	31,815
	Total		3,191,000	-	3,191,000	906,245	-	2,348,386	136,556	2,211,831	1,105,915	1,105,915

5.2 Service Levels and 13-Year Capital Costs for Town-wide D.C. Calculation

5.2.1 Transportation Services

Transportation Services provided by the Town include the provision of roads, bridges and culverts, sidewalks and active transportation assets, traffic signals and streetlights, and related operations facilities and vehicles. These assets include:

- 222 lane kms of collector and arterial roads;
- 67 bridges and major culverts;
- 487,000 linear metres of sidewalks and active transportation facilities;
- 11,000 streetlights and Town owned traffic signals;
- 58 operations vehicles; and
- 30,487 sq.ft. of facility space related to the provision of the above assets.

The average level of service provided over the historical 10-year period based on this inventory is \$6,335 per capita and employee. When applied to anticipated growth over the 2018-20231 period, the per capita and employee level of service produces a maximum D.C. eligible amount for Transportation Services of \$141.2 million.

With regard to the anticipated capital needs included in the calculation of the charge for Transportation Services, the majority of capital costs are updates to projects included in the Town's 2013 D.C. Background Study. Moreover, additional projects and capital costs estimates have been identified in the Town's Transportation Master Plan Update. Appendix E contains the Development Charges Background Study Transportation Component prepared by WSP Canada Group Ltd. as part of the Town's Transportation Master Plan Update. The capital needs provided for in the calculation of the charge include:

- road improvements, including new construction, widenings, rural reconstructions, structures, and a storm pipe;
- sidewalks, streetlights, and signals not included in the cost estimates of the road improvements;
- multi-use trails on Regional and Town roads;
- active transportation network of off-road trails required to facilitate transportation of people throughout the Town;
- bike lanes, cycle tracks, and paved shoulders; and
- roads operations vehicles and equipment.

The gross capital estimates for the anticipated Transportation Services capital needs totals \$157.7 million. Approximately \$15.3 million in capital costs have been deducted as a post-period benefit reflecting the anticipated increase in needs for future development beyond the forecast period to 2031. Moreover, although identified as a potential post-2031 need, a structure over Highway 401 at Audley Road has not been included due to potentially prohibitive nature of the costs.

Maintaining the same approach used in the Town's 2013 D.C. Background Study and recognizing the benefit to existing development, \$15.0 million has been deducted from the growth-related capital costs attributable to development over the forecast period. Moreover, \$6.1 million has been deducted for the growth-related share of anticipated grants, subsidies and other anticipated contributions (e.g. developer contributions) to support the Transportation Services capital costs. The Transportation Services D.C. reserve fund is currently in a deficit position totalling \$3.6 million. With the inclusion of current reserve fund deficit, \$125.0 million in capital costs have been included in the D.C. calculation for Transportation Services.

The net growth-related costs for Transportation Services have been allocated between future residential and non-residential development on the basis of incremental population to employment growth over the forecast period (i.e. 46% residential, 54% non-residential).

Infrastructure Costs Covered in the D.C. Calculation – Transportation Services

Prj. No	Increased Service Needs Attributable to Anticipated Development	From:	To:	Description	Length (km)	Timing (year)	Gross Capital Cost Estimate (2018\$)	Post Period Benefit	Net Capital Cost	Less:		Potential DC Recoverable Cost		
										Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
	2018-2031											46%	54%	
	Roads													
T01	Range Road Reconstruction	Hoile Drive	Lake Ridge Road	2-lane rural reconstruction	0.83	2018	1,425,000	-	1,425,000	295,823	712,500	416,677	191,672	225,006
T02	Salem road - Stormpipe			Stormpipe		2018	915,000	-	915,000		150,221	764,779	351,798	412,981
T03	Rossland Road Widening (D 18, C 20)	Church Street	Westney Road	4-lane urban widening	1.70	2018-2020	7,298,000	-	7,298,000	1,225,343	60,000	6,012,657	2,765,822	3,246,835
T04	Church Street Reconstruction (Construction only)	Rossland Road	Hydro Corridor	new 2-lane urban construction	1.05	2019	3,654,000	-	3,654,000	353,613	64,600	3,235,787	1,488,462	1,747,325
T05	Church Street Structure at East Duffins Creek (Structure)	Rossland Road	Hydro Corridor	Structure		2019	5,873,000	-	5,873,000	587,300		5,285,700	2,431,422	2,854,278
T06	Rossland Road Widening (EA 19, D 21, L22, C 23)	Westney Road	Salem Road	4-lane urban widening	2.05	2019-2023	9,314,000	-	9,314,000	2,069,778		7,244,222	3,332,342	3,911,880
T07	Rossland Road Widening (EA 19, D 24, L25, C 26)	Salem Road	Lake Ridge Road	4-lane urban widening	2.18	2019-2026	11,389,000	-	11,389,000	2,530,889		8,858,111	4,074,731	4,783,380
T08	Audley Road S Extension (EA 19, D 21, C 23-27)	Achilles Road	Cul-de-sac at Bayly Street	new 2-lane urban construction	0.83	2019-2027	3,977,000	-	3,977,000	198,850	777,777	3,000,373	1,380,172	1,620,201
T09	Lake Ridge Road Reconstruction (D 19, C 23-27)	Bayly Street	Kingston Road	new 2-lane urban construction	2.23	2019-2027	5,856,000	-	5,856,000	1,226,186		4,629,814	2,129,714	2,500,100
T10	Chambers Drive Structure at Carruthers Creek			Structure		2021	5,332,000	-	5,332,000	266,600		5,065,400	2,330,084	2,735,316
T11	Achilles Road Extension (D 21, C 23-27)	Shoal Point Road	Audley Road	new 2-lane urban construction	0.48	2021-2027	2,300,000	-	2,300,000	115,000	286,707	1,998,293	873,215	1,025,078
T12	Hunt st extension - (D 22, C 26-27, L)	Monarch	Westney Road	new 2-lane urban construction	0.82	2022-2027	7,651,000	-	7,651,000	382,550		7,268,450	3,343,487	3,924,963
T13	Hunt st extension - Structure			Structure	0.00	2023-2027	15,597,000	-	15,597,000	779,850		14,817,150	6,815,889	8,001,261
T14	Audley Road S Extension	Kingston Road	Chambers Drive	new 2-lane urban construction	0.72	2023-2027	3,474,000	-	3,474,000	173,700	1,737,000	1,563,300	719,118	844,182
T15	Chambers Drive	E. bank Carruthers Creek	Audley Road	new 2-lane urban construction	0.84	2023-2027	3,847,000	-	3,847,000	192,350	1,923,500	1,731,150	796,329	934,821
T16	Chambers Drive Extension	Beck Crescent	E. bank Carruthers Creek	new 2-lane urban construction	0.30	2023-2027	1,452,000	-	1,452,000	72,600		1,379,400	634,524	744,876
T17	Church Street Reconstruction (D, C)	Hydro Corridor	Taunton Road	new 2-lane urban construction	1.15	2023-2027	5,192,000	-	5,192,000	545,279		4,646,721	2,137,492	2,509,230
T18	Commercial Avenue - 4-lane urban widening	Hunt Street	Station Street	4-lane urban widening	0.47	2023-2027	2,861,000	-	2,861,000	143,050		2,717,950	1,250,257	1,467,693
T19	Hanwood Avenue Widening (EA, D, C)	Woodcock Avenue	Taunton Road	4-lane urban widening	1.35	2023-2027	5,464,000	-	5,464,000	273,200		5,190,800	2,387,768	2,803,032
T20	Church Street Widening	Kingston Road	Delaney Drive	4-lane urban widening	1.20	2028-2031	4,772,000	-	4,772,000	643,416		4,128,584	1,899,149	2,229,436
T21	Church Street Widening	Delaney Drive	Rossland Road	4-lane urban widening	0.71	2028-2031	2,878,000	-	2,878,000	541,293		2,336,707	1,074,885	1,261,822
T22	Audley Road N (Structure over CPR)	Williamson Drive	Rossland Road	Structure	0.00	2028-2031	5,645,000	-	5,645,000	282,250		5,362,750	2,466,865	2,895,885
T23	Achilles Rd. (EA, D, C)	Audley Road	Lake Ridge Road	new 2-lane urban construction	0.85	2031+	4,992,000	4,992,000	-	-		-	-	-
	Sidewalks, Streetlights, and Signals													
T24	Kingston Road Street Lighting	200M east of Westney	Superstore Plaza	STREETLIGHTING	0.70	2019	344,000	-	344,000	17,200		326,800	150,328	176,472
T25	Rossland Road/ Riverside Drive			SIGNALS		2019	267,000	-	267,000	13,350		253,650	116,679	136,971
T26	Westney Road Street Lighting	Taunton Road	Rossland Road	STREETLIGHTING	1.98	2020	972,000	-	972,000	48,600		923,400	424,764	498,636
T27	Pedestrian Crossing (PXO) Across Church Street	Church St at Hydro Corridor		SIGNALS		2020	107,000	-	107,000	8,025		98,975	45,529	53,447
T28	Lake Ridge Road streetlighting (1 side only)	Bayly Street	Kingston Road	STREETLIGHTING	2.03	2021	498,000	-	498,000	24,900		473,100	217,626	255,474
T29	Westney Road Sidewalk	Taunton Road	Rossland Road	SIDEWALKS	0.50	2022	120,000	-	120,000	6,000		114,000	52,440	61,560
T30	Salem Road	Ringer Road	Kerrison Drive	SIDEWALKS	0.18	2022	120,000	-	120,000	6,000		114,000	52,440	61,560
T31	Lake Ridge Road streetlighting (1 side only)	Kingston Road	Rossland Road	STREETLIGHTING	2.00	2022	491,000	-	491,000	24,550		466,450	214,567	251,883
T32	Ravenscroft Road (East Side)	Beverton Crescent	Taunton Road	SIDEWALKS	1.16	2023-2027	278,000	-	278,000	13,900		264,100	121,486	142,614
T33	Kingston Road	Wicks	Lakeridge	STREETLIGHTING	2.00	2023-2027	982,000	-	982,000	49,100		932,900	429,134	503,766
T34	Bayly Street Sidewalk (north side)	Audley Road	West of Lake Ridge Road	SIDEWALKS	0.54	2031 +	130,000	130,000	-	-		-	-	-
T35	Harwood Avenue Sidewalk	Hospital	N side of ACC	SIDEWALKS	0.25	2031+	60,000	60,000	-	-		-	-	-
	Multi-use Trails on Regional Roads and Town Roads													
T36	Kingston Road Multi Use Trail	Ajax/Pickering Boundary	150m East of boundary	MUT	0.15	2019	79,000	-	79,000	-		79,000	36,340	42,660
T37	Westney Road Multi-use Trail	Taunton Road	Rossland Road	MUT	1.98	2020	1,037,000	-	1,037,000	103,700		933,300	429,318	503,982
T38	Lake Ridge Road Multi Use Trail (1 side only)	Bayly Street	Kingston Road	MUT	2.03	2021	1,063,000	-	1,063,000	106,300		956,700	440,082	516,618
T39	Salem Road - Ringer Road	Kingston Road		MUT	0.36	2022	188,000	-	188,000	18,800		169,200	77,832	91,368
T40	Ravenscroft MUT (D 22, C 23-27)	Beverton	Paulynn Park	MUT	0.30	2022-2027	157,000	-	157,000	15,700		141,300	64,998	76,302
T41	Bayly Street Multi-Use Trail	Westney Road	Harwood	MUT	1.40	2023	901,000	-	901,000	90,100		810,900	373,014	437,886
T42	Kingston Road Multi-Use Trail	Rotherglen Road	Westney Road	MUT	0.30	2023-2027	157,000	-	157,000	15,700		141,300	64,998	76,302
T43	Kingston Road Multi-Use Trail	Salem Road	Lake Ridge Road	MUT	2.00	2023-2027	2,094,000	-	2,094,000	209,400	71,825	1,812,775	833,877	978,899

Infrastructure Costs Covered in the D.C. Calculation – Transportation Services (Cont'd)

Prj. No	Increased Service Needs Attributable to Anticipated Development	From:	To:	Description	Length (km)	Timing (year)	Gross Capital Cost Estimate (2018\$)	Post Period Benefit	Net Capital Cost	Less:		Potential DC Recoverable Cost		
										Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
	2018-2031											46%	54%	
T44	Ravenscroft MUT	Paulynn Park	Taunton	MUT	1.00	2023-2027	524,000	-	524,000	52,400	-	471,600	216,936	254,664
T45	Salem Road Multi-Use Trail	CPR Bridge	Taunton Road	MUT	1.27	2023-2027	665,000	-	665,000	66,500	-	598,500	275,310	323,190
T46	Salem Road Multi-Use Trail	Achilles Road	Chambers Drive	MUT	0.78	2023-2027	408,000	-	408,000	40,800	-	367,200	168,912	198,288
T47	Taunton Road Multi-Use Trail	Audley Road	Lake Ridge Road	MUT	0.83	2023-2027	432,000	-	432,000	43,200	-	388,800	178,848	209,952
T48	Westney Road Multi-use Trail	Kingston Road	Delaney Drive	MUT	1.02	2023-2027	534,000	-	534,000	53,400	-	480,600	221,076	259,524
T49	Westney Road Multi-use Trail	Delaney Drive	North of Delaney Drive	MUT	0.20	2023-2027	105,000	-	105,000	10,500	-	94,500	43,470	51,030
T50	Westney Road Multi-use Trail	401 WB Off-Ramp	Bayly Street	MUT	1.27	2023-2027	665,000	-	665,000	66,500	-	598,500	275,310	323,190
T51	Salem Road - Multi-use Trail	Kerrison	Rossland Road	MUT	1.30	2023-2027	681,000	-	681,000	68,100	-	612,900	281,934	330,966
T52	Chambers Drive Multi-Use Trail	Salem Road	Current terminus of Chambers	MUT	0.68	2028-2031	353,000	-	353,000	35,300	-	317,700	146,142	171,558
T53	Bayly Street Multi-Use Trail	Harwood	Salem Road	MUT	1.10	2028-2031	708,000	-	708,000	70,800	-	637,200	293,112	344,088
T54	Salem Road Multi-Use Trail	Chambers Drive	Kingston Road	MUT	0.45	2028-2031	236,000	-	236,000	23,600	-	212,400	97,704	114,696
T55	Westney Road Multi-use Trail	Bayly Street	Clements Road	MUT	0.91	2031+	476,000	476,000	-	-	-	-	-	-
T56	Westney Road Multi-use Trail	Clements Road	Harwood	MUT	1.74	2031+	911,000	911,000	-	-	-	-	-	-
Active Transportation Network (Off Road Trails)														
T57	Porte Road Trail - (Design 2017, Construction 2018)	Achilles Road	Bayly	Off-Road Trail	0.70	2018	256,000	-	256,000	19,200	-	236,800	108,928	127,872
T58	Carruthers Trail	Greenhall	Marjoram	Off-Road Trail	0.55	2019	576,000	-	576,000	43,200	-	532,800	245,088	287,712
T59	Lion's Clubhouse Trail Connection			Off-Road Trail	0.05	2019	52,000	-	52,000	3,900	-	48,100	22,126	25,974
T60	Duffins Trail (HEPC)	Church Street	Paulynn Park	Off-Road Trail	1.30	2020	1,361,000	-	1,361,000	102,075	301,354	957,571	440,483	517,088
T61	Duffins Trail (HEPC)	Paulynn Park	Ravenscroft	Off-Road Trail	0.16	2020	84,000	-	84,000	6,300	-	77,700	35,742	41,958
T62	Carruthers Trail	Bayly Street	Achilles	Off-Road Trail	1.20	2021	1,258,000	-	1,258,000	94,350	-	1,163,650	535,279	628,371
T63	Church Street Trail	Ajax/Pickering Boundary	Taunton Road	Off-Road Trail	2.10	2021	1,100,000	-	1,100,000	82,500	-	1,017,500	468,050	549,450
T64	Carruthers Trail	Mayor Crescent	Shoal Point Road	Off-Road Trail	0.38	2022	199,000	-	199,000	14,925	-	184,075	84,675	99,401
T65	Hydro Corridor Trail	Audley Road	Lake Ridge Road	Off-Road Trail	0.91	2031 +	954,000	954,000	-	-	-	-	-	-
T66	Hydro Corridor Trail	Ravenscroft	Taunton Road	Off-Road Trail	1.46	2031 +	1,530,000	1,530,000	-	-	-	-	-	-
T67	Hydro Corridor Trail	Sideline 4 / Concession 5	Audley Road	Off-Road Trail	0.81	2031 +	849,000	849,000	-	-	-	-	-	-
T68	Rail Trail	Carruthers Trail	Audley Road	Off-Road Trail	0.74	2031 +	776,000	776,000	-	-	-	-	-	-
T69	Rail Trail	Church Street	Taunton Road	Off-Road Trail	2.63	2031 +	2,756,000	2,756,000	-	-	-	-	-	-
T70	Rail Trail	Hearson Street	Carruthers Trail	Off-Road Trail	0.74	2031 +	776,000	776,000	-	-	-	-	-	-
T71	Rail Trail	Taunton Road	Williamson	Off-Road Trail	0.94	2031 +	985,000	985,000	-	-	-	-	-	-
Bike Lanes, Cycle Tracks, and Paved Shoulders														
T72	Audley Road S bike lanes	Bayly Street	Ashbury	BIKE LANES	2.15	2020	34,000	-	34,000	2,550	-	31,450	14,467	16,983
T73	Mills Road	Station Street	Hunt	BIKE LANES	0.71	2021	11,000	-	11,000	825	-	10,175	4,681	5,495
T74	Harwood Avenue (West Side)	Bayly Street	Falby Court	BIKE LANES	0.46	2021	4,000	-	4,000	300	-	3,700	1,702	1,998
T75	Harwood Avenue (East Side)	Bayly Street	Falby Court	CYCLE TRACK	0.46	2021	368,000	-	368,000	27,600	-	340,400	156,584	183,816
T76	Lloyd Minster Avenue	Rossland Road	Formosa Ave	BIKE LANES	0.26	2021	4,000	-	4,000	300	-	3,700	1,702	1,998
T77	Formosa Avenue	Lloyd Minster Ave	Turnerberry Ave	BIKE LANES	0.35	2021	6,000	-	6,000	450	-	5,550	2,553	2,997
T78	Turnerberry Avenue	Formosa Ave	Kerrison Drive	BIKE LANES	1.02	2021	16,000	-	16,000	1,200	-	14,800	6,808	7,992
T79	Rushworth Drive	Rossland Road	Audley Road	BIKE LANES	1.06	2022	17,000	-	17,000	1,275	-	15,725	7,234	8,492
T80	Telford Street	Ravenscroft Road	Westney Road	BIKE LANES	0.84	2022	13,000	-	13,000	975	-	12,025	5,532	6,494
T81	Hurst Drive	Stannardville	Church St	BIKE LANES	0.44	2023-2027	7,000	-	7,000	525	-	6,475	2,979	3,497
T82	Shoal Point Road	Bayly Street	Lakeview Blvd	BIKE LANES	2.04	2023-2027	33,000	-	33,000	2,475	-	30,525	14,042	16,484
T83	Harwood Avenue	Falby Ct	Westney Road	BUFFERED BIKE LNS	1.11	2023-2027	429,000	-	429,000	32,175	-	396,825	182,540	214,286
T84	Harwood Avenue	Kingston Road	Station Street	CYCLE TRACK	1.11	2023-2027	1,774,000	-	1,774,000	133,050	-	1,640,950	754,837	886,113
T85	Harwood Avenue	Station Street	Bayly Street	CYCLE TRACK	0.86	2023-2027	1,375,000	-	1,375,000	103,125	-	1,271,875	585,063	686,813
T86	Hunt Street	Harwood	Monarch Ave	CYCLE TRACK	0.53	2023-2027	847,000	-	847,000	63,525	-	783,475	360,399	423,077
T87	Stannardville Drive	Bayly Street	Hurst Drive	BIKE LANES	0.62	2023-2027	10,000	-	10,000	750	-	9,250	4,255	4,995
T88	Woodcock Ave	Harwood Ave	Rossland Road	BIKE LANES	0.71	2023-2027	11,000	-	11,000	825	-	10,175	4,681	5,495
T89	Old Kingston Road	Windsor Dr	Elizabeth St	BIKE LANES	0.16	2023-2027	3,000	-	3,000	225	-	2,775	1,277	1,499
T90	Windsor Drive	Sherwood Rd	Old Kingston Rd	BIKE LANES	0.09	2023-2027	2,000	-	2,000	150	-	1,850	851	999
T87	Salem Road	Buggey Lane	Concession Road 5	PAVED SHOULDERS	1.13	2023-2027	225,000	-	225,000	16,875	-	208,125	95,738	112,388
T88	Lake Driveway East	Harwood	McClaman	BIKE LANES	0.67	2031 +	11,000	11,000	-	-	-	-	-	-
T89	Lake Driveway West	Westney Road	Harwood	BIKE LANES	3.01	2031 +	48,000	48,000	-	-	-	-	-	-
T90	Windsor Drive	Sherwood Rd	Old Kingston Rd	BIKE LANES	0.09	2031 +	16,000	16,000	-	-	-	-	-	-

Infrastructure Costs Covered in the D.C. Calculation – Transportation Services (Cont'd)

Prj. No	Increased Service Needs Attributable to Anticipated Development	From:	To:	Description	Length (km)	Timing (year)	Gross Capital Cost Estimate (2018\$)	Post Period Benefit	Net Capital Cost	Less:		Potential DC Recoverable Cost			
										Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share	
2018-2031													46%	54%	
Operations Vehicles and Equipment															
T91	Crew Cab 4x4 Pickup (S)					2019	34,000	-	34,000	1,700		32,300	14,858	17,442	
T92	Equipment Trailer					2019	15,000	-	15,000	750		14,250	6,555	7,695	
T93	Front Runner (S)					2019	18,000	-	18,000	900		17,100	7,866	9,234	
T94	Trades Van (S)					2020	33,000	-	33,000	1,650		31,350	14,421	16,929	
T95	Single Axle Snow Plow Unit					2020	285,000	-	285,000	14,250		270,750	124,545	146,205	
T96	Street Sweeper					2021	285,000	-	285,000	14,250		270,750	124,545	146,205	
T97	Fleet Service Truck (S)					2022	47,000	-	47,000	2,350		44,650	20,539	24,111	
T98	Single Axle Snow Plow					2025	290,000	-	290,000	14,500		275,500	126,730	148,770	
	Reserve Fund Adjustment						-	-	-	-		3,632,667	1,671,027	1,961,640	
							157,684,000	15,270,000	142,414,000	15,007,318	6,085,484	124,953,865	57,478,778	67,475,087	

(s) = Shared vehicles and equipment items between Parks and Recreation and Transportation Services.

6. D.C. Calculation

Tables 6-1 and 6-2 present the D.C. calculation for the growth-related capital costs identified in Chapter 5. Table 6-1 presents the D.C. calculation for Transportation Services provided on a Town-wide basis over the 13-year period (i.e. 2018-2031). Table 6-2 presents the calculation of the D.C.s for Town-wide services over the 10-year planning horizon (i.e. 2018-2027). Table 6-3 summarizes the schedule of charges reflecting the maximum D.C.s by residential dwelling type, and per square foot of G.F.A. for non-residential development.

The D.C. calculation has been undertaken on an average cost basis, whereby the calculated charge seeks to recover the total costs from the anticipated development over the planning period. Additional financing costs related to potential shortfalls in D.C. reserve funds due to the timing of capital needs and development have not been considered. For the residential calculations, charges are calculated on a single detached unit equivalent basis and converted to four forms of dwelling unit types (single and semi-detached, apartments 2 bedrooms and larger, bachelor and 1 bedroom apartments, and other multiples). The non-residential D.C. has been calculated uniformly on a per square foot of gross floor area (G.F.A.) basis.

Tables 6-4 and 6-5 compare the Town's existing charges (inflated to 2018\$ at 3%) to the charges proposed herein (Table 6-3), for a single detached residential dwelling unit and per square foot of G.F.A. area for non-residential development respectively. The calculated charges for a single detached residential dwelling unit would be \$25,089, this represents an increase of approximately \$9,000 per unit or an increase of 56% over current rates. Similarly, the calculated charge per square foot of non-residential G.F.A. would be \$6.47, this represents an increase of \$1.48 per square foot or an increase of 30% over current rates.

**Table 6-1
Municipal-Wide Services D.C. Calculation
2018 – 2031**

SERVICE	2018 \$ DC Eligible Cost		2018 \$ DC Eligible Cost	
	Residential	Non-Residential	SDU	per ft ²
1. Transportation Services	\$ 57,478,778	\$ 67,475,087	\$ 16,511	\$ 6.05
TOTAL	\$57,478,778	\$67,475,087	\$16,511	\$6.05
DC ELIGIBLE CAPITAL COST	\$57,478,778	\$67,475,087		
13 Year Gross Population / GFA Growth (ft ² .)	13,323	11,153,500		
Cost Per Capita / Non-Residential GFA (ft ² .)	\$4,314.25	\$6.05		
<u>By Residential Unit Type</u>	<u>p.p.u</u>			
Single and Semi-Detached Dwelling	3.827	\$16,511		
Apartments - 2 Bedrooms +	1.841	\$7,943		
Apartments - Bachelor and 1 Bedroom	1.157	\$4,992		
Other Multiples	3.022	\$13,038		

**Table 6-2
D.C. Calculation
Municipal-Wide Services D.C. Calculation
2018 – 2027**

SERVICE	2018 \$ DC Eligible Cost		2018 \$ DC Eligible Cost	
	Residential	Non-Residential	SDU	per ft ²
2. Fire Services	\$ 1,346,503	\$ 1,346,503	\$ 474	\$ 0.16
3. Parks and Recreation Services	18,228,716	959,406	6,413	0.11
4. Library Services	3,700,063	194,740	1,302	0.02
5. Administration Services	1,105,915	1,105,915	389	0.13
TOTAL	\$24,381,197	\$3,606,564	\$8,578	\$0.42
DC ELIGIBLE CAPITAL COST	\$24,381,197	\$3,606,564		
10 Year Gross Population / GFA Growth (ft ² .)	10,879	8,484,750		
Cost Per Capita / Non-Residential GFA (ft ² .)	\$2,241.12	\$0.43		
<u>By Residential Unit Type</u>	<u>p.p.u</u>			
Single and Semi-Detached Dwelling	3.827	\$8,577		
Apartments - 2 Bedrooms +	1.841	\$4,126		
Apartments - Bachelor and 1 Bedroom	1.157	\$2,593		
Other Multiples	3.022	\$6,773		

**Table 6-3
Calculated Schedule of Charges**

Service	RESIDENTIAL				NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Other Multiples	(per ft ² of Gross Floor Area)
Municipal Wide Services:					
Transportation Services	16,511	7,943	4,992	13,038	6.05
Fire Services	474	228	143	374	0.16
Parks and Recreation Services	6,413	3,085	1,939	5,064	0.11
Library Services	1,302	626	394	1,028	0.02
Administration Services	389	187	118	307	0.13
Total Municipal Wide Services	25,089	12,069	7,586	19,811	6.47

**Table 6-4
Comparison of Current and Calculated D.C.s
For Residential Single-Detached Dwelling Units**

Residential (Single Detached) Comparison

Service	Current	Calculated
Municipal Wide Services:		
Transportation Services	8,751	16,511
Fire Services	355	474
Parks and Recreation Services	6,190	6,413
Library Services	587	1,302
Administration Services	204	389
Total Municipal Wide Services	16,087	25,089

**Table 6-5
Comparison of Current and Calculated D.C.s
For Non-Residential Development (per sq.ft. G.F.A.)**

Non-Residential (per ft².) Comparison

Service	Current	Calculated
Municipal Wide Services:		
Transportation Services	4.36	6.05
Fire Services	0.18	0.16
Parks and Recreation Services	0.32	0.11
Library Services	0.02	0.02
Administration Services	0.11	0.13
Total Municipal Wide Services	4.99	6.47

7. D.C. Policy Recommendations and D.C. By-law Rules

This chapter outlines the D.C. policy recommendations and by-law rules. The rules provided are based on the review of methodology and implementation polices with Town staff and Management Committee.

s.s.5(1)9 states that rules must be developed:

“...to determine if a D.C. is payable in any particular case and to determine the amount of the charge, subject to the limitations set out in subsection 6.”

Paragraph 10 of subsection 5(1) goes on to state that the rules may provide for exemptions, phasing in and/or indexing of D.C.s.

s.s.5(6) establishes the following restrictions on the rules:

1. the total of all D.C.s that would be imposed on anticipated development must not exceed the capital costs determined under 5(1) 2-8 for all services involved;
2. if the rules expressly identify a type of development, they must not provide for it to pay D.C.s that exceed the capital costs that arise from the increase in the need for service for that type of development; however, this requirement does not relate to any particular development;
3. if the rules provide for a type of development to have a lower D.C. than is allowed, the rules for determining D.C.s may not provide for any resulting shortfall to be made up via other development; and
4. with respect to “the rules,” subsection 6 states that a D.C. by-law must expressly address the matters referred to above re s.s.5(1) para. 9 and 10, as well as how the rules apply to the redevelopment of land.

7.1 D.C. By-law Structure

It is recommended that:

- the Town impose a uniform Town-wide D.C. for all municipal services herein; and
- one municipal D.C. by-law be used for all services.

7.2 D.C. By-law Rules

The following sets out the recommended rules governing the calculation, payment and collection of D.C.s in accordance with subsection 6 of the D.C.A., 1997.

It is recommended that the following provides the basis for the D.C.s:

7.2.1 Payment in any Particular Case

In accordance with the D.C.A., 1997, s.2(2), a D.C. be calculated, payable and collected where the development requires one or more of the following:

- a) the passing of a zoning by-law or of an amendment to a zoning by-law under Section 34 of the Planning Act;
- b) the approval of a minor variance under Section 45 of the Planning Act;
- c) a conveyance of land to which a by-law passed under Section 50(7) of the Planning Act applies;
- d) the approval of a plan of subdivision under Section 51 of the Planning Act;
- e) a consent under Section 53 of the Planning Act;
- f) the approval of a description under Section 50 of the Condominium Act; or
- g) the issuing of a building permit under the Building Code Act in relation to a building or structure.

7.2.2 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 and to non-residential development on the basis of G.F.A. constructed.
- 2) Costs allocated to residential and non-residential uses are based upon a number of conventions, as may be suited to each municipal service circumstance. These are summarized in Chapter 5 herein.

7.2.3 Application to Redevelopment of Land (Demolition and Conversion)

If a development involves the demolition and replacement of a building or structure on the same site, or the conversion from one principal use to another, the developer shall be allowed a credit equivalent to:

- 1) the number of dwelling units demolished/converted multiplied by the applicable residential D.C. in place at the time the D.C. is payable; and/or
- 2) the total floor area of the building demolished/converted multiplied by the current non-residential D.C. in place at the time the D.C. is payable.

The credit is allowed only if the land was improved by occupied structures, and if the demolition permit related to the site was issued less than 60 months (5 years) prior to the issuance of a building permit. The credit, can in no case, exceed the amount of D.C.s that would otherwise be payable. Moreover, no credit will be granted if the type of development to be demolished or converted would be exempt from D.C.s.

7.2.4 Exemptions (full or partial)

- a) Statutory exemptions
 1. Industrial building additions of up to and including 50% of the existing G.F.A. (defined in O.Reg. 82/98, s.1) of the building; for industrial building additions which exceed 50% of the existing G.F.A., only the portion of the addition in excess of 50% is subject to D.C.s (s.4(3));
 2. Buildings or structures owned by and used for the purposes of any Town, local board or Board of Education (s.3); and
 3. Residential development that results in only the enlargement of an existing dwelling unit, or that results only in the creation of up to two additional dwelling units (based on prescribed limits set out in s.2 of O.Reg. 82/98).

For clarity in applying the industrial buildings additions exemption described in section 4 of the D.C.A., the D.C. By-law will include provisions to reflect the following:

- the gross floor area of an existing industrial building is enlarged where there is a bona fide increase in the size of the existing industrial building, the enlarged area is attached to the existing industrial building, there is a direct means of ingress and egress from the existing industrial building to and from the enlarged areas for persons, goods, and equipment, and the existing industrial building and the enlarged area are used for or in connection with an industrial purpose as set out

in subsection 1(1) of the regulation: Without limiting the generality of the foregoing, the exemption shall not apply where the enlarged area is attached to the existing industrial building by means only of a tunnel, bridge, canopy, corridor, or other passage-way, or through a shared below-grade connection such as a service tunnel, foundation, footing, or a parking facility;

- notwithstanding the above, where, at the sole discretion of the Town, there is a physical or planning constraint preventing an enlargement of an existing industrial building from meeting the requirements described, the Town may provide for an exemption to be granted pursuant to section 4 of the D.C.A.;
- the industrial building is considered existing if is built, occupied, and assessed for property taxation at the time of the application respecting the enlargement; and
- the exemption of an existing industrial building provided by this section shall be applied to a maximum of fifty percent (50%) of the gross floor area before the first enlargement for which an exemption from the payment of development charges was granted pursuant to this By-law.

b) Non-statutory exemptions from payment of the development charges include:

1. the development of a non-residential farm building used for bona fide agricultural purposes;
2. places of worship;
3. hospitals;
4. temporary use permitted under a zoning by-law amendment enacted under section 39 of the Planning Act;
5. temporary erection of a building without foundation as defined in the Building Code Act for a period not exceeding 6 consecutive months and not more than 6 months in any one calendar year on a site;
6. parking structures; and
7. development where, by comparison with the land at any time within the five years previous to the imposition of the charge:
 - no additional dwelling units are being created;
 - no additional non-residential G.F.A. is being added.
8. one (1) additional dwelling unit that is located within an existing accessory building or structure provided that:
 - there is no secondary dwelling unit in the existing residential building; and
 - the accessory building or structure must be located on a residential lot containing a single detached, semi-detached, or townhouse dwelling.
 - Notwithstanding the prior two conditions, the owner would be required to enter into an agreement with the Town to pay development charges at the

single and semi detached dwelling rate if the property is severed within 10 years of building permit issuance for the additional dwelling unit

- Notwithstanding the prior three conditions, development charges shall be imposed at the time of building permit issuance if the additional dwelling unit has a gross floor area greater than the gross floor area of the existing dwelling unit.

Downtown Community Improvement Project Area

- full exemption for development located within the Downtown Community Improvement Project Area applies to:
 - office development consisting of 2 or more storeys of office uses in a building or hotels of at least 6 storeys
 - commercial development provided that:
 - the retail/personal service component is located in a non-residential mixed-use building having 2 or more storeys of office, and the G.F.A. of the retail/personal service component does not exceed that of the office component, or,
 - the commercial development is located in a residential mixed-use building 6 storeys in height or greater, and the G.F.A. of the commercial uses does not exceed an amount equal to 30% of the total residential G.F.A.
 - Residential development equal to or greater than 90 units per net hectare, calculated on a block-by-block basis.
- 75% residential exemption for development located within the Downtown Community Improvement Project Area applies to:
 - residential development equal to or greater than 25 units per net hectare, but less than 90 units per net hectare, calculated on a block-by-block basis, for those dwelling units for which underground parking is provided in a common area or areas.
- 50% residential exemption for development located within the Downtown Community Improvement Project Area applies to:
 - residential development equal to or greater than 25 units per net hectare, but less than 90 units per net hectare, calculated on a block-by-block basis, for those dwelling units for which surface parking is provided.

Village of Pickering Community Improvement Project Area

- exemption for development located within the Village of Pickering Community Improvement Project Area;
 - 50% exemption for new residential/commercial or commercial/office development that consists of 2 or more storeys with the ground floor only comprised of any of the following uses: retail stores, restaurants, art gallery, place of entertainment, museum, convenience store, financial institution (bank only) as defined in Zoning By-law 95-2003;
 - 50% exemption for all development provided that the development provides a minimum of 60% of requirement on-site parking as underground parking and/or above ground deck parking that is appropriately designed to fit in with the proposed development and existing streetscape at the discretion of the Town.
 - Projects which satisfy requirements of both of the abovementioned conditions will be eligible for a full exemption.

The proposed non-statutory exemption for non-residential farm buildings has refined to clarify that the exemption does not apply to retail or commercial uses, including uses related to the processing and manufacturing of alcohol or marijuana, located on an agricultural property.

The Town's proposed D.C. By-law also includes an exemption that would allow the creation of one secondary suite in a detached accessory residential building providing that no secondary suites already exist in the existing residential building or detached accessory building.

7.2.5 Phase in Provision(s)

No phase-in provisions are provided for within the draft D.C. By-law, however, a transition provision has been provided for complete building permit applications received prior to the imposition date of the new by-law. A complete building permit application (i.e. all drawings and plans submitted in final form and all fees and charges paid (including D.C.s)) prior to July 16, 2018, and issued by August 31, 2018, will receive the D.C. rate in effect as of July 15, 2018.

7.2.6 Timing of Collection

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

7.2.7 Indexing

All D.C.s will be subject to mandatory indexing annually on July 1st in accordance with provisions under the D.C.A.

7.2.8 D.C. Spatial Applicability

In accordance with the D.C.A., the Town gave, consideration to the imposition of D.C.s on an area-specific basis, and is maintaining its current approach of imposing uniform Town-wide D.C.s for all services.

7.3 Other D.C. By-law Provisions

7.3.1 Categories of Services for Reserve Fund and Credit Purposes

It is recommended that the Town's D.C. collections be contributed into five (5) separate reserve funds, including: Transportation Services, Fire Services, Parks and Recreation Services, Library Services, and Administration Studies Services.

It is further recommended that all D.C. exemptions granted over the life of the By-law be contributed into the applicable D.C. reserve funds from non-D.C. sources.

7.3.2 By-law In-force Date

The proposed by-law under D.C.A., 1997 will come into force on July 16, 2018.

7.3.3 Minimum Interest Rate Paid on Refunds and Charged for Inter-Reserve Fund Borrowing

The minimum interest rate is the Bank of Canada rate on the day on which the by-law comes into force (as per s.11 of O.Reg. 82/98).

7.4 Other Recommendations

It is recommended that Council:

“Approve the capital project listing set out in Chapter 5 of the “Town of Ajax 2018 Development Charges Background Study” dated May 7, 2018, subject to further annual review during the capital budget process;”

“Approve the “Town of Ajax 2018 Development Charges Background Study” dated May 7, 2018;”

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

“Approve the Development Charges By-Law as set out in Appendix F”.

8. Asset Management Plan

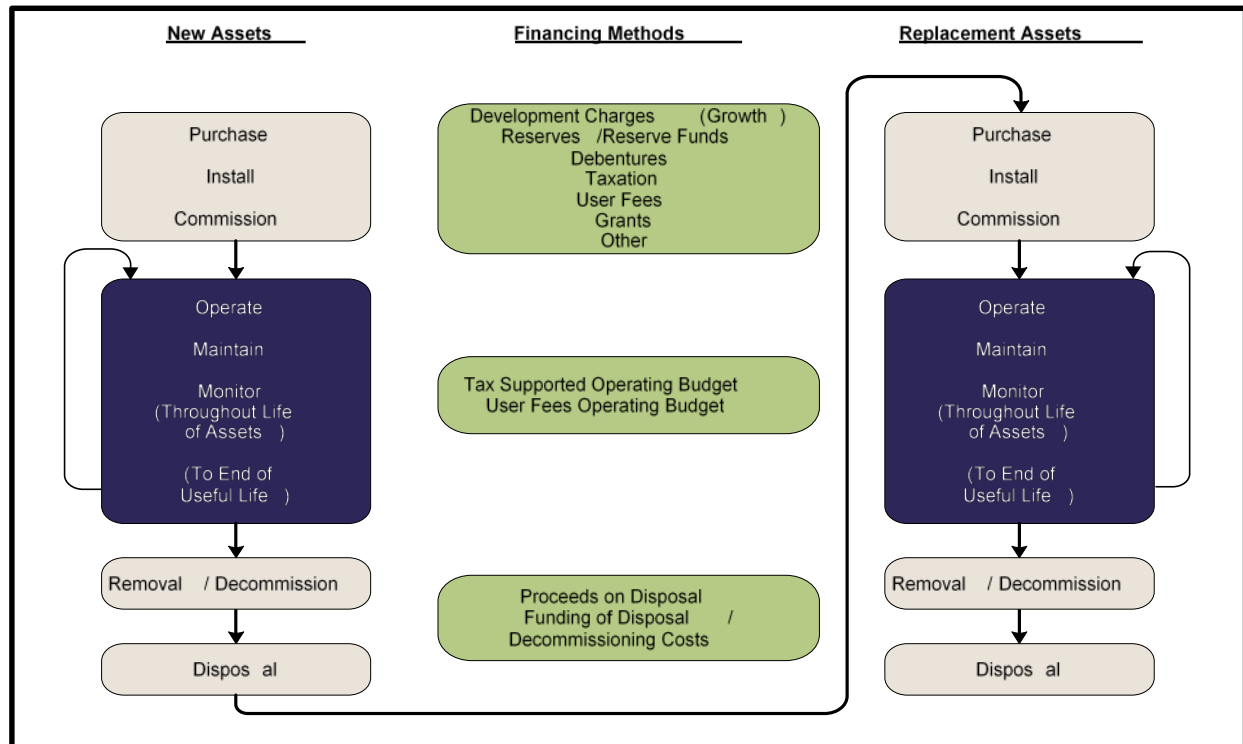
8.1 Introduction

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

The A.M.P. shall,

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

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



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

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

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

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

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

The above provides for the general approach to be considered by Ontario municipalities. At this time, there is not a mandated approach for municipalities hence leaving discretion to individual municipalities as to how they plan for the long-term

replacement of their assets. The Town of Ajax has undertaken an A.M.P dated February 2017. Although, the A.M.P. addresses the asset categories that are included in the capital forecast needs of the D.C. Background Study (with the exception of small fire equipment and library collection materials), the A.M.P. identifies the funding gap at a high level and does not include a detailed financing strategy. Furthermore, the A.M.P. does not address the impact of growth related assets. As a result, the asset management requirement for this D.C. Background Study must be undertaken in the absence of this information.

In recognition to the schematic in Section 8.1, the following table (presented in 2018\$) has been developed to provide the annualized expenditures and revenues associated with new growth. Note that the D.C.A. does not require an analysis of the non-D.C. capital needs or their associated operating costs so these are omitted from the table below. Furthermore, as only the present infrastructure gap been considered at this time within the A.M.P., the following does not represent a fiscal impact assessment (including future tax/rate increases) but provides insight into the potential affordability of the new assets:

1. The non-D.C. recoverable portion of the projects which will require financing from Town 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 2018 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 \$16.3 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 \$8.7 million. This amount, totalled with the existing operating revenues of \$107.4 million, provide annual revenues of \$116.1 million by the end of the period.
6. In consideration of the above, the capital plan is deemed to be financially sustainable.

Table 8-1
Town of Ajax
Asset Management – Future Expenditures and Associated Revenues (2018\$)

	2031 (Total)
Expenditures (Annualized)	
Annual Debt Payment on Non-Growth Related Capital ¹	\$ 1,999,844
Annual Debt Payment on Post Period Capital ²	\$ 3,807,091
Lifecycle:	
Annual Lifecycle - Town Wide Services	\$ 8,927,799
Incremental Operating Costs (for D.C. Services)	
	\$5,395,755
Total Expenditures (Net of post period benefit interim funding)	
	\$16,323,398
Revenue (Annualized)	
Total Existing Revenue ³	\$107,398,018
Incremental Tax and Non-Tax Revenue (User Fees, Fines, Licences, etc.)	\$8,705,114
Total Revenues	\$116,103,132

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

² Interim Debt Financing for Post Period Benefit

³ As per Sch. 10 of FIR

9. By-law Implementation

9.1 Public Consultation

This chapter addresses the mandatory, formal public consultation process (subsection 9.1.1), as well as the optional, informal consultation process (subsection 9.1.2). The latter is designed to seek the co-operation and involvement of those involved, in order to produce the most suitable policy. Section 9.2 addresses the anticipated impact of the D.C. on development, from a generic viewpoint.

9.1.1 Public Meeting of Council

Section 12 of the D.C.A., 1997 indicates that before passing a D.C. by-law, Council must hold at least one public meeting, giving at least 20 clear days' notice thereof, in accordance with the Regulation. Council must also ensure that the proposed by-law and background report are made available to the public at least two weeks prior to the (first) meeting.

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

If a proposed by-law is changed following such a meeting, the Council must determine whether a further meeting (under this section) is necessary. For example, if the by-law which is proposed for adoption has been changed in any respect, the Council should formally consider whether an additional public meeting is required, incorporating this determination as part of the final by-law or associated resolution. It is noted that Council's decision, once made, is final and not subject to review by a Court or the Local Planning Appeal Tribunal (L.P.A.T.). As of April 3, 2018, the Ontario Municipal Board has been replaced by the L.P.A.T. and all references to the O.M.B. in the D.C.A. and O.Reg 82/98 should now refer to the L.P.A.T.

9.1.2 Other Consultation Activity

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

1. The residential development community, consisting of land developers and builders, who are typically responsible for generating the majority of the D.C. revenues. Others, such as realtors, are directly impacted by D.C. policy. They are, therefore, potentially interested in all aspects of the charge, particularly the

quantum by unit type, projects to be funded by the D.C. and the timing thereof, and municipal policy with respect to development agreements, D.C. credits and front-ending requirements.

2. The second public grouping embraces the public at large and includes taxpayer coalition groups and others interested in public policy (e.g. in encouraging a higher non-automobile modal split).
3. The third grouping is the industrial/commercial/institutional development sector, consisting of land developers and major owners or organizations with significant construction plans, such as hotels, entertainment complexes, shopping centres, offices, industrial buildings and institutions. Also involved are organizations such as Industry Associations, the Chamber of Commerce, the Board of Trade and the Economic Development Agencies, who are all potentially interested in municipal D.C. policy. Their primary concern is frequently with the quantum of the charge, G.F.A. exclusions such as basement, mechanical or indoor parking areas, or exemptions and phase-in or capping provisions in order to moderate the impact.

Throughout the preparation of this D.C. Background Study, the Town has built into its process consultation with development industry stakeholders beyond what is statutorily required. The Town met early in the process with stakeholders to present the D.C. methodology and process that was being followed and to review the draft growth forecast to be used in the preparation of the Background Study. Subsequent to presenting draft findings to the Town's Management Committee, draft findings and proposed D.C. policies were presented to stakeholders so that feedback could be considered prior to releasing the study publicly.

9.2 Anticipated Impact of the Charge on Development

The establishment of sound D.C. policy often requires the achievement of an acceptable balance between two competing realities. The first is that high non-residential D.C.s can, to some degree, represent a barrier to increased economic activity and sustained industrial/commercial growth, particularly for capital intensive uses. Also, in many cases, increased residential D.C.s can ultimately be expected to be recovered via higher housing prices and can impact project feasibility in some cases (e.g. rental apartments).

On the other hand, D.C.s or other municipal capital funding sources need to be obtained in order to help ensure that the necessary infrastructure and amenities are installed.

The timely installation of such works is a key initiative in providing adequate service levels and in facilitating strong economic growth, investment and wealth generation.

9.3 Implementation Requirements

Once the Town has calculated the charge, prepared the complete Background Study, carried out the public process and passed a new by-law, the emphasis shifts to implementation matters.

These include notices, potential appeals and complaints, credits, front-ending agreements, subdivision agreement conditions and finally the collection of revenues and funding of projects.

The following provides an overview of the requirements in each case.

9.3.1 Notice of Passage

In accordance with s.13 of the D.C.A., when a D.C. by-law is passed, the municipal clerk shall give written notice of the passing and of the last day for appealing the by-law (the day that is 40 days after the day it was passed). Such notice must be given not later than 20 days after the day the by-law is passed (i.e. as of the day of newspaper publication or the mailing of the notice).

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

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

9.3.2 By-law Pamphlet

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

4. a description of the general purpose of the D.C.s;
5. the "rules" for determining if a charge is payable in a particular case and for determining the amount of the charge;
6. the services to which the D.C.s relate; and

7. a general description of the general purpose of the Treasurer's statement and where it may be received by the public.

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

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

9.3.3 Appeals

Sections 13 to 19 of the D.C.A., 1997 set out requirements relative to making and processing a D.C. by-law appeal and an L.P.A.T. hearing in response to an appeal. Any person or organization may appeal a D.C. by-law to the L.P.A.T. by filing a notice of appeal with the municipal clerk, setting out the objection to the by-law and the reasons supporting the objection. This must be done by the last day for appealing the by-law, which is 40 days after the by-law is passed.

9.3.4 Complaints

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

8. the amount of the charge was incorrectly determined;
9. the credit to be used against the D.C. was incorrectly determined; or
10. there was an error in the application of the D.C.

Sections 20 to 25 of the D.C.A., 1997 set out the requirements that exist, including the fact that a complaint may not be made later than 90 days after a D.C. (or any part of it) is payable. A complainant may appeal the decision of Municipal Council to the L.P.A.T.

9.3.5 Credits

Sections 38 to 41 of the D.C.A., 1997 set out a number of credit requirements, which apply where a Town agrees to allow a person to perform work in the future that relates to a service in the D.C. by-law.

These credits would be used to reduce the amount of D.C.s to be paid. The value of the credit is limited to the reasonable cost of the work which does not exceed the average level of service. The credit applies only to the service to which the work relates, unless the Town agrees to expand the credit to other services for which a D.C. is payable.

9.3.6 Front-Ending Agreements

The Town and one or more landowners may enter into a front-ending agreement which provides for the costs of a project which will benefit an area in the Town to which the D.C. by-law applies. Such an agreement can provide for the costs to be borne by one or more parties to the agreement who are, in turn, reimbursed in future by persons who develop land defined in the agreement.

Part III of the D.C.A., 1997 (Sections 44 to 58) addresses front-ending agreements and removes some of the obstacles to their use which were contained in the D.C.A., 1989. Accordingly, the Town assesses whether this mechanism is appropriate for its use, as part of funding projects prior to municipal funds being available.

9.3.7 Severance and Subdivision Agreement Conditions

Section 59 of the D.C.A., 1997 prevents a Town from imposing directly or indirectly, a charge related to development or a requirement to construct a service related to development, by way of a condition or agreement under s.51 or s.53 of the Planning Act, except for:

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

It is also noted that s.s.59(4) of the D.C.A., 1997 requires that the municipal approval authority for a draft plan of subdivision under s.s.51(31) of the Planning Act, use its power to impose conditions to ensure that the first purchaser of newly subdivided land is informed of all the D.C.s related to the development, at the time the land is transferred.

In this regard, if the Town in question is a commenting agency, in order to comply with subsection 59(4) of the D.C.A., 1997 it would need to provide to the approval authority, information regarding the applicable municipal D.C.s related to the site.

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

The most effective way to ensure that purchasers are aware of this condition would be to require it as a provision in a registered subdivision agreement, so that any purchaser

of the property would be aware of the charges at the time the title was searched prior to closing a transaction conveying the lands.

Appendix A – Background Information on Residential and Non-residential Growth Forecast

**Schedule 1
Town of Ajax
Residential Growth Forecast Summary**

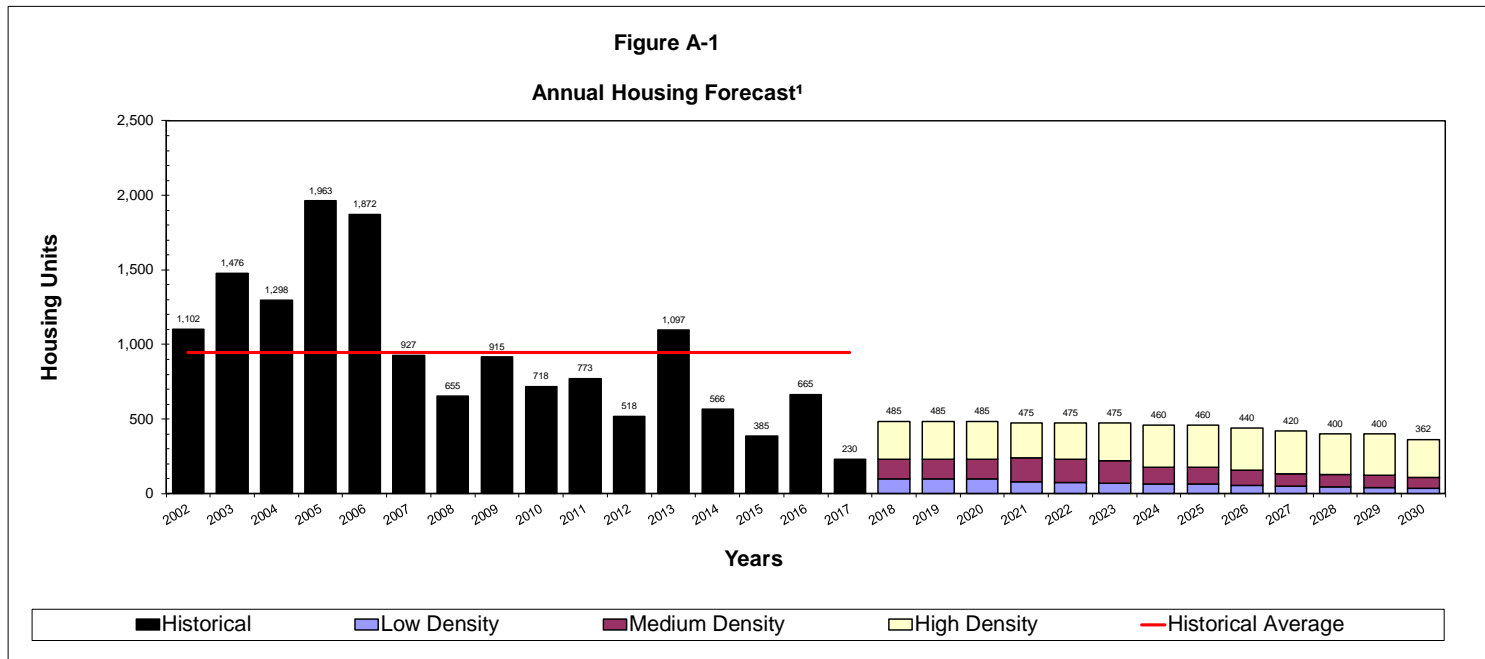
	Year	Population (Including Census Undercount) ¹	Population (Excluding Census Undercount)	Institutional Population	Population in Private Households	Housing Units					Equivalent Institutional Households	Person Per Unit (PPU): Total Population/Total Households	Persons in Private Households/ Total Households
						Singles & Semi-Detached	Multiple Dwellings ²	Apartments ³	Other	Total Households			
Historical	Mid-2001	77,120	73,753	263	73,490	17,345	2,720	3,100	5	23,170	239	3.183	3.172
	Mid-2006	94,280	90,167	387	89,780	21,040	4,255	3,310	0	28,605	352	3.152	3.139
	Mid-2011	114,600	109,600	380	109,220	25,100	6,345	3,570	15	35,030	345	3.129	3.118
	Mid-2016	125,120	119,667	487	119,180	26,830	7,055	3,655	15	37,555	443	3.186	3.173
Forecast	Mid-2018	126,840	121,306	498	120,808	27,115	7,174	4,146	15	38,450	453	3.155	3.142
	Mid-2023	133,200	127,395	517	126,878	27,639	8,030	5,646	15	41,330	470	3.082	3.070
	Mid-2028	136,290	130,350	532	129,818	27,871	8,430	6,795	15	43,110	484	3.024	3.011
	Mid-2031	137,670	131,664	538	131,126	27,993	8,662	7,602	15	44,272	489	2.974	2.962
Incremental	Mid-2001 to Mid-2006	17,160	16,414	124	16,290	3,695	1,535	210	-5	5,435			
	Mid-2006 to Mid-2011	20,320	19,433	-7	19,440	4,060	2,090	260	15	6,425			
	Mid-2011 to Mid-2016	10,520	10,067	107	9,960	1,730	710	85	0	2,525			
	Mid-2016 to Mid-2018	1,720	1,639	11	1,628	285	119	491	0	895			
	Mid-2018 to Mid-2023	6,360	6,089	19	6,070	524	856	1,500	0	2,880			
	Mid-2018 to Mid-2028	9,450	9,044	34	9,010	755	1,256	2,649	0	4,660			
	Mid-2018 to Mid-2031	10,830	10,358	40	10,318	878	1,488	3,456	0	5,822			

Source: Watson & Associates Economists Ltd., 2018.

¹ Census undercount estimated at approximately 4.56%. Note: Population including the undercount has been rounded.

² Includes townhouses and apartments in duplexes.

³ Includes bachelor, 1-bedroom and 2-bedroom+ apartments.



Source: Historical housing activity (2002 to 2016) based on Statistics Canada building permits, Catalogue 64-001-X1B

¹ Growth forecast represents calendar year.

**Schedule 2
Town of Ajax
Current Year Growth Forecast
Mid-2016 to Mid-2018**

		Population
Mid-2016 Population (1)		119,667
Occupants of New Housing Units, Mid-2016 to Mid-2018	<i>Units (2)</i>	895
	<i>multiplied by P.P.U. (3)</i>	2,391
	<i>gross population increase</i>	2,140
Occupants of New Institutional Units, Mid-2016 to Mid-2018	<i>Units</i>	10
	<i>multiplied by P.P.U. (3)</i>	1,100
	<i>gross population increase</i>	11
Decline in Housing Unit Occupancy, Mid-2016 to Mid-2018	<i>Units (4)</i>	37,555
	<i>multiplied by P.P.U. decline rate (5)</i>	-0.0136
	<i>total decline in population</i>	-512
Population Estimate to Mid-2018		121,306
<i>Net Population Increase, Mid-2016 to Mid-2018</i>		1,639

(1) 2016 population based on Statistic Canada Census unadjusted for Census undercount.

(2) Estimated residential units constructed mid-2016 to the beginning of the growth period, assuming a six-month lag between construction and occupancy.

(3) Average number of persons per unit (P.P.U.) is assumed to be:

Structural Type	Persons Per Unit ¹ (P.P.U.)	% Distribution of Estimated Units ²	Weighted Persons Per Unit Average
<i>Singles & Semi-Detached</i>	3.792	32%	1.208
<i>Multiples (6)</i>	2.923	13%	0.389
<i>Apartments (7)</i>	1.448	55%	0.794
Total		100%	2.391

¹ Based on 2016 Census custom database.

² Based on building permit/completion activity.

(4) 2016 households taken from Statistics Canada Census.

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

(6) Includes townhouses and apartments in duplexes.

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

**Schedule 3
Town of Ajax
Five-Year Growth Forecast
Mid-2018 to Mid-2023**

		Population
Mid-2018 Population (1)		121,306
Occupants of New Housing Units, Mid-2018 to Mid-2023	<i>Units (2)</i>	2,880
	<i>multiplied by P.P.U. (3)</i>	2,412
	<i>gross population increase</i>	6,947
Occupants of New Institutional Units, Mid-2018 to Mid-2023	<i>Units</i>	17
	<i>multiplied by P.P.U. (3)</i>	1,100
	<i>gross population increase</i>	19
Decline in Housing Unit Occupancy, Mid-2018 to Mid-2023	<i>Units (4)</i>	38,220
	<i>multiplied by P.P.U. decline rate (5)</i>	-0.0225
	<i>total decline in population</i>	-858
Population Estimate to Mid-2023		127,395
<i>Net Population Increase, Mid-2018 to Mid-2023</i>		6,089

(1) Mid-2018 population based on:

2016 population (119,667) + mid-2016 to mid-2018 estimated housing units to beginning of forecast period (895 x 2.39 = 2,140) + (37,555 x -0.0136 = -512) = 121,306.

(2) Based upon forecast building permits/completions assuming a lag between construction and occupancy.

(3) Average number of persons per unit (P.P.U.) is assumed to be:

Structural Type	Persons Per Unit ¹ (P.P.U.)	% Distribution of Estimated Units ²	Weighted Persons Per Unit Average
<i>Singles & Semi-Detached</i>	3.827	18%	0.696
<i>Multiples (6)</i>	3.022	30%	0.898
<i>Apartments (7)</i>	1.570	52%	0.818
<i>one bedroom or less</i>	1.157		
<i>two bedrooms or more</i>	1.841		
Total		100%	2.412

¹ Persons per unit based on adjusted Statistics Canada Custom 2016 Census database.

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

(4) Mid-2018 households based upon 37,555 (2016 Census) + 895 (mid-2016 to mid-2018 unit estimate) = 38,450.

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

(6) Includes townhouses and apartments in duplexes.

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

**Schedule 4
Town of Ajax
Ten-Year Growth Forecast
Mid-2018 to Mid-2028**

			Population
Mid-2018 Population (1)			121,306
Occupants of New Housing Units, Mid-2018 to Mid-2028	<i>Units (2)</i>	4,660	
	<i>multiplied by P.P.U. (3)</i>	2,327	
	<i>gross population increase</i>	10,845	10,845
Occupants of New Institutional Units, Mid-2018 to Mid-2028	<i>Units</i>	31	
	<i>multiplied by P.P.U. (3)</i>	1,100	
	<i>gross population increase</i>	34	34
Decline in Housing Unit Occupancy, Mid-2018 to Mid-2028	<i>Units (4)</i>	38,450	
	<i>multiplied by P.P.U. decline rate (5)</i>	-0.0477	
	<i>total decline in population</i>	-1,835	-1,835
Population Estimate to Mid-2028			130,350
<i>Net Population Increase, Mid-2018 to Mid-2028</i>			9,044

(1) Mid-2018 population based on:

2016 population (119,667) + mid-2016 to mid-2018 estimated housing units to beginning of forecast period (895 x 2.39 = 2,140) + (37,555 x -0.0136 = -512) = 121,306.

(2) Based upon forecast building permits/completions assuming a lag between construction and occupancy.

(3) Average number of persons per unit (P.P.U.) is assumed to be:

Structural Type	Persons Per Unit* (P.P.U.)	% Distribution of Estimated Units ²	Weighted Persons Per Unit Average
<i>Singles & Semi-Detached</i>	3.827	16%	0.620
<i>Multiples (6)</i>	3.022	27%	0.814
<i>Apartments (7)</i>	1.570	57%	0.893
<i>one bedroom or less</i>	1.157		
<i>two bedrooms or more</i>	1.841		
Total		100%	2.327

* Persons per unit based on adjusted Statistics Canada Custom 2016 Census database.

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

(4) Mid-2018 households based upon 37,555 (2016 Census) + 895 (mid-2016 to mid-2018 unit estimate) = 38,450.

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

(6) Includes townhouses and apartments in duplexes.

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

**Schedule 5
Town of Ajax
Fourteen-Year Growth Forecast
Mid-2018 to Mid-2031**

			Population
Mid-2018 Population			121,306
Occupants of New Housing Units, Mid-2018 to Mid-2031	<i>Units (2)</i>	5,822	
	<i>multiplied by P.P.U. (3)</i>	2,281	
	<i>gross population increase</i>	13,283	13,283
Occupants of New Institutional Units, Mid-2018 to Mid-2031	<i>Units</i>	36	
	<i>multiplied by P.P.U. (3)</i>	1,100	
	<i>gross population increase</i>	40	40
Decline in Housing Unit Occupancy, Mid-2018 to Mid-2031	<i>Units (4)</i>	38,450	
	<i>multiplied by P.P.U. decline rate (5)</i>	-0.0771	
	<i>total decline in population</i>	-2,965	-2,965
Population Estimate to Mid-2031			131,664
<i>Net Population Increase, Mid-2018 to Mid-2031</i>			10,358

(1) Mid-2018 population based on:

2016 population (119,667) + mid-2016 to mid-2018 estimated housing units to beginning of forecast period (895 x 2.39 = 2,140) + (37,555 x -0.0136 = -512) = 121,306.

(2) Based upon forecast building permits/completions assuming a lag between construction and occupancy.

(3) Average number of persons per unit (P.P.U.) is assumed to be:

Structural Type	Persons Per Unit ¹	% Distribution of Estimated Units ²	Weighted Persons Per Unit Average
<i>Singles & Semi-Detached</i>	3.827	15%	0.577
<i>Multiples (6)</i>	3.022	26%	0.772
<i>Apartments (7)</i>	1.570	59%	0.932
<i>one bedroom or less</i>	1.157		
<i>two bedrooms or more</i>	1.841		
Total		100%	2.281

¹ Persons per unit based on adjusted Statistics Canada Custom 2016 Census database.

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

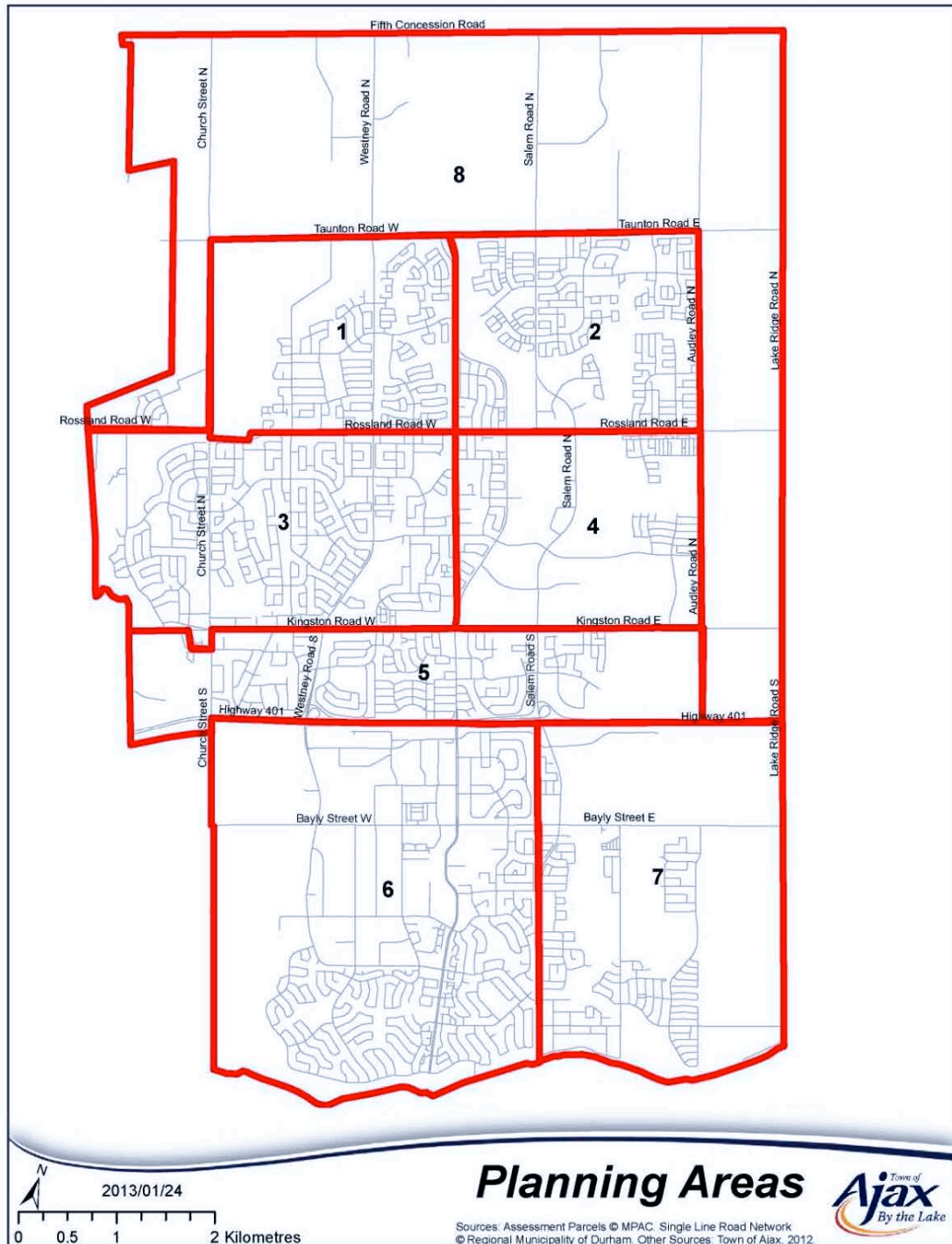
(4) Mid-2018 households based upon 37,555 (2016 Census) + 895 (mid-2016 to mid-2018 unit estimate) = 38,450.

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

(6) Includes townhouses and apartments in duplexes.

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

Map A-1 Town of Ajax Location of Residential Development



Source: Town of Ajax, Planning Department

Schedule 6
Town of Ajax
Summary of Approved and Pre-Construction Housing Supply by Type

Housing Type	Approved Submitted	Pre-Construction	Total
Low Density	917	8	925
Medium Density ¹	1,548	275	1,823
High Density ²	5,404	374	5,778
Total Housing	7,869	657	8,526

Source: Watson & Associates Economists Ltd., 2018.

¹ Includes townhouses and apartments in duplexes.

² Includes bachelor, 1-bedroom and 2-bedroom+ apartments.

Schedule 7
Town of Ajax
Historical Residential Building Permits
Years 2007 to 2016

Year	Residential Building Permits			
	Singles & Semi-Detached	Multiples ¹	Apartments ²	Total
2007	715	120	92	927
2008	487	134	34	655
2009	545	256	114	915
2010	349	338	31	718
2011	457	281	35	773
Sub-total	5,263	2,163	397	7,823
Average (2007 to 2011)	752	309	57	1,118
% Breakdown	67.3%	27.6%	5.1%	100.0%
2012	356	162	0	518
2013	601	222	274	1,097
2014	363	81	122	566
2015	223	111	51	385
2016	238	57	370	665
Sub-total	2,587	1,252	883	4,722
Average (2012 to 2016)	370	179	126	675
% Breakdown	54.8%	26.5%	18.7%	100.0%
2007 to 2016				
Total	7,850	3,415	1,280	12,545
Average	561	244	91	726
% Breakdown	62.6%	27.2%	10.2%	100.0%

Source: Historical housing activity (2007 to 2016) based on Statistics Canada building permits.

¹ Includes townhouses and apartments in duplexes.

² Includes bachelor, 1-bedroom and 2-bedroom+ apartments.

**Schedule 8a
Town of Ajax
Persons Per Unit By Age And Type Of Dwelling
(2016 Census)**

Age of Dwelling	Singles and Semi-Detached						15-Year Average
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total	
1-5	-	-	-	3.695	5.108	3.792	
6-10	-	-	2.533	3.811	5.126	3.931	
11-15	-	-	2.609	3.620	4.917	3.757	3.827
16-20	-	-	1.786	3.434	4.737	3.564	
20-25	-	-	-	3.534	4.255	3.589	
25-35	-	-	2.576	3.187	4.237	3.267	
35+	-	1.571	1.976	2.767	3.930	2.717	
Total	0.385	1.967	2.184	3.363	4.606	3.428	

Age of Dwelling	Multiples ²						15-Year Average
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total	
1-5	-	-	1.906	3.128	-	2.923	
6-10	-	-	1.886	3.190	-	3.003	
11-15	-	-	-	3.181	-	3.140	3.022
16-20	-	-	2.118	3.052	-	2.935	
20-25	-	-	1.750	3.068	-	2.895	
25-35	0.067	1.273	2.097	3.119	-	3.014	
35+	-	1.789	2.206	2.583	3.188	2.488	
Total	0.130	1.714	2.012	3.034	5.628	2.893	

Age of Dwelling	Apartments ³					
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total
1-5	-	-	2.000	-	-	1.813
6-10	-	0.750	-	-	-	1.133
11-15	-	-	-	-	-	-
16-20	-	-	1.895	-	-	2.208
20-25	-	1.219	1.737	3.364	-	1.728
25-35	-	1.133	1.667	2.188	-	1.676
35+	-	1.200	1.776	2.695	-	1.951
Total	-	1.139	1.757	2.722	-	1.860

Age of Dwelling	All Density Types					
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total
1-5	-	-	2.059	3.561	5.222	3.499
6-10	-	1.421	2.019	3.652	5.114	3.665
11-15	-	-	2.222	3.539	4.939	3.634
16-20	-	-	1.940	3.350	4.758	3.366
20-25	-	1.250	1.745	3.401	4.423	3.160
25-35	-	1.229	1.935	3.172	4.210	3.102
35+	-	1.336	1.857	2.724	3.705	2.491
Total	1.154	1.353	1.910	3.283	4.551	3.174

¹ The Census P.P.U. has been adjusted for low density to account for the upward P.P.U. trend which has been recently experienced in both new and older units.

² Includes townhouses and apartments in duplexes.

³ Includes bachelor, 1-bedroom and 2-bedroom+ apartments.

Note: Does not include Statistics Canada data classified as "Other."

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

Schedule 8b
Durham Region
Persons Per Unit By Age And Type Of Dwelling
(2016 Census)

Age of Dwelling	Singles and Semi-Detached					Total
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	
1-5	-	-	2.149	3.446	4.933	3.496
6-10	-	1.615	2.076	3.491	4.628	3.534
11-15	-	1.737	1.954	3.359	4.525	3.410
16-20	-	-	1.904	3.236	4.339	3.262
20-25	-	1.417	1.978	3.183	4.313	3.260
25-35	-	1.606	1.929	3.002	4.072	3.067
35+	-	1.492	1.900	2.651	3.797	2.613
Total	3.750	1.550	1.931	3.024	4.216	3.035

Age of Dwelling	Multiples ²					Total
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	
1-5	-	1.400	1.947	2.801	-	2.635
6-10	-	1.333	1.694	2.957	-	2.760
11-15	-	1.533	1.707	2.794	4.818	2.728
16-20	-	1.400	2.060	2.690	4.360	2.607
20-25	-	1.360	1.968	2.805	4.696	2.671
25-35	0.019	1.235	2.060	2.944	-	2.822
35+	0.429	1.296	1.916	2.688	3.625	2.462
Total	0.301	1.320	1.915	2.794	5.019	2.628

Age of Dwelling	Apartments ³					Total	15-Year Average
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR		
1-5	-	1.113	1.713	-	-	1.448	
6-10	-	1.161	1.576	2.621	-	1.548	
11-15	-	1.215	1.593	3.276	-	1.715	1.570
16-20	-	1.236	1.829	3.222	-	1.821	
20-25	-	1.168	1.835	2.687	-	1.680	
25-35	-	1.181	1.807	2.576	-	1.705	
35+	1.333	1.200	1.871	2.675	3.452	1.802	
Total	1.370	1.189	1.824	2.693	3.592	1.746	

Age of Dwelling	All Density Types					Total
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	
1-5	-	1.226	1.904	3.306	4.888	3.158
6-10	-	1.259	1.810	3.380	4.626	3.248
11-15	-	1.374	1.799	3.262	4.535	3.224
16-20	-	1.331	1.909	3.143	4.347	3.044
20-25	-	1.208	1.893	3.105	4.344	2.906
25-35	-	1.218	1.878	2.988	4.059	2.878
35+	1.447	1.252	1.889	2.657	3.740	2.440
Total	1.607	1.249	1.880	2.981	4.183	2.806

¹ The Census P.P.U. has been adjusted for low density to account for the upward P.P.U. trend which has been recently experienced in both new and older units.

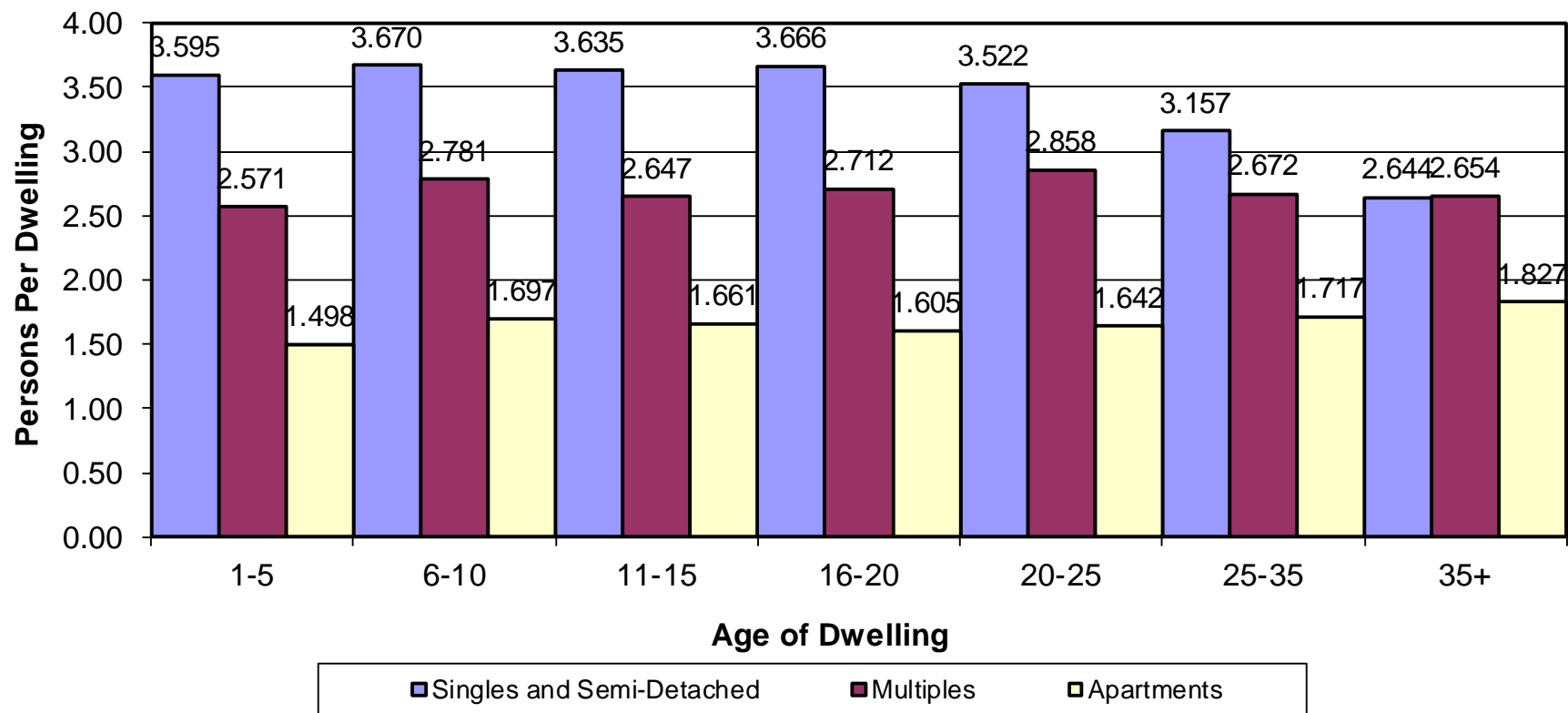
² Includes townhouses and apartments in duplexes.

³ Includes bachelor, 1-bedroom and 2-bedroom+ apartments.

Note: Does not include Statistics Canada data classified as "Other."

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

**Schedule 9
Town of Ajax
Persons Per Unit By Structural Type and Age Of Dwelling
(2016 Census)**



Apartment P.P.U.s are based on Durham Region Upper Tier P.P.U. data.

Schedule 10a
Town of Ajax
Employment Growth Forecast Summary, 2018 to 2031

Period	Population	Activity Rate											Employment								
		Primary	Work at Home	Industrial	Commercial/ Population Related	Commercial/Population Related		Institutional	Total	N.F.P.O.W. ²	Total Including N.F.P.O.W.	Primary	Work at Home	Industrial	Commercial/ Population Related	Commercial/Population Related		Institutional	Total	N.F.P.O.W. ²	Total Employment (Including N.F.P.O.W.)
						Non-Retail	Retail ¹									Non-Retail	Retail ¹				
Mid-2001	73,753	0.002	0.046	0.111	0.110	0.017	0.093	0.060	0.328	0.041	0.369	115	3,388	8,158	8,143	1,255	6,887	4,425	24,228	3,000	27,228
Mid-2006	90,167	0.002	0.045	0.078	0.111	0.017	0.094	0.052	0.287	0.039	0.326	150	4,096	7,018	9,978	1,494	8,484	4,675	25,918	3,500	29,418
Mid-2011	109,600	0.002	0.042	0.068	0.098	0.017	0.081	0.052	0.261	0.035	0.296	170	4,590	7,423	10,718	1,812	8,906	5,740	28,641	3,828	32,469
Mid-2016	119,667	0.001	0.031	0.063	0.096	0.021	0.075	0.053	0.340	0.034	0.374	130	3,700	7,588	11,483	2,529	8,954	6,315	29,215	4,100	33,315
Mid-2018	121,306	0.001	0.031	0.071	0.102	0.023	0.079	0.058	0.263	0.038	0.301	165	3,720	8,620	12,385	2,811	9,574	6,980	31,870	4,660	36,530
Mid-2023	127,395	0.001	0.032	0.096	0.109	0.026	0.083	0.057	0.295	0.037	0.332	165	4,020	12,185	13,875	3,330	10,545	7,315	37,560	4,680	42,240
Mid-2028	130,350	0.001	0.033	0.111	0.115	0.030	0.085	0.058	0.319	0.036	0.355	160	4,305	14,410	15,045	3,912	11,133	7,605	41,525	4,695	46,220
Mid-2031	131,664	0.001	0.034	0.123	0.121	0.032	0.089	0.060	0.339	0.036	0.374	150	4,495	16,210	15,875	4,202	11,673	7,845	44,575	4,710	49,285
Incremental Change																					
Mid-2001 to Mid-2006	16,414	0.000	0.000	-0.033	0.000	0.000	0.001	-0.008	-0.041	-0.002	-0.043	35	710	-1,140	1,835	239	1,596	250	1,690	500	2,190
Mid-2006 to Mid-2011	19,433	-0.0001	-0.0036	-0.0101	-0.0129	0.0000	-0.0128	0.0005	-0.0261	-0.0039	-0.0300	20	493	406	741	318	422	1,065	2,724	328	3,051
Mid-2011 to Mid-2016	10,067	-0.0005	-0.0110	-0.0043	-0.0018	0.0046	-0.0064	0.0004	-0.0788	-0.0007	-0.0781	-40	-890	165	765	717	48	575	574	272	846
Mid-2016 to Mid-2018	1,639	0.0003	-0.0003	0.0077	0.0061	0.0020	0.0041	0.0048	-0.0774	0.0042	-0.0732	35	20	1,033	903	283	620	665	2,655	560	3,215
Mid-2018 to Mid-2023	6,089	-0.0001	0.0009	0.0246	0.0068	0.0030	0.0039	-0.0001	0.0321	-0.0017	0.0304	0	300	3,565	1,490	519	971	335	5,690	20	5,710
Mid-2018 to Mid-2028	9,044	-0.0001	0.0024	0.0395	0.0133	0.0068	0.0065	0.0008	0.0558	-0.0024	0.0534	-5	585	5,790	2,660	1,100	1,560	625	9,655	35	9,690
Mid-2018 to Mid-2031	10,358	-0.0002	0.0035	0.0521	0.0185	0.0087	0.0097	0.0020	0.0758	-0.0026	0.0732	-15	775	7,590	3,490	1,391	2,099	865	12,705	50	12,755
Annual Average																					
Mid-2001 to Mid-2006	3,283	0.00002	-0.00010	-0.00656	0.00005	-0.00009	0.00014	-0.00163	-0.00821	-0.00037	-0.00858	7	142	-228	367	48	319	50	338	100	438
Mid-2006 to Mid-2011	3,887	0.0000	-0.0007	-0.0020	-0.0026	0.0000	-0.0026	0.0001	-0.0052	-0.0008	-0.0060	4	99	81	148	64	84	213	545	66	610
Mid-2011 to Mid-2016	2,013	-0.0001	-0.0022	-0.0009	-0.0004	0.0009	-0.0013	0.0001	0.0158	-0.0001	0.0156	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8
Mid-2016 to Mid-2018	820	0.0001	-0.0001	0.0038	0.0031	0.0010	0.0020	0.0024	-0.0387	0.0021	-0.0366	18	10	516	451	141	310	333	1,328	280	1,608
Mid-2018 to Mid-2023	1,218	0.0000	0.0002	0.0049	0.0014	0.0006	0.0008	0.0000	0.0064	-0.0003	0.0061	0	60	713	296	104	194	67	1,138	4	1,142
Mid-2018 to Mid-2028	904	0.0000	0.0002	0.0039	0.0013	0.0007	0.0006	0.0001	0.0056	-0.0002	0.0053	-1	59	579	266	110	156	63	966	4	969
Mid-2018 to Mid-2031	797	0.0000	0.0003	0.0040	0.0014	0.0007	0.0007	0.0002	0.0058	-0.0002	0.0056	-1	60	584	268	107	161	67	977	4	981

Source: Watson & Associates Economists Ltd., 2018.

¹ The definition of retail employment is consistent with the Town of Ajax's Development Charge Background Study definition of retail in By-Law No. 81-2013 and the Region of Durham's definition of retail in By-Law No. 16-2013.

² Statistics Canada defines no fixed place of work (N.F.P.O.W.) employees as "persons who do not go from home to the same work place location at the beginning of each shift." Such persons include building and landscape contractors, travelling salespersons, independent truck drivers, etc.

³ Employment forecast derived by Watson & Associates Economists Ltd. in accordance with the Town of Ajax Official Plan.

Schedule 10b
Town of Ajax
Employment and Gross Floor Area (G.F.A.) Forecast, 2018 to 2031

Period	Population	Employment							Gross Floor Area in Square Feet (Estimated) ¹					
		Primary	Industrial	Commercial/ Population Related	Commercial/Population Related		Institutional	Total	Industrial	Commercial/ Population Related	Commercial/Population Related		Institutional	Total
					Non-Retail	Retail ¹					Non-Retail	Retail ¹		
Mid-2001	73,753	115	8,158	8,143	1,255	6,887	4,425	20,840						
Mid-2006	90,167	150	7,018	9,978	1,494	8,484	4,675	21,820						
Mid-2011	109,600	170	7,423	10,718	1,812	8,906	5,740	24,051						
Mid-2016	119,667	130	7,588	11,483	2,529	8,954	6,315	25,515						
Mid-2018	121,306	165	8,620	12,385	2,811	9,574	6,980	28,150	10,344,000	5,263,625	983,988	4,279,637	4,537,000	20,144,625
Mid-2023	127,395	165	12,185	13,875	3,330	10,545	7,315	33,540	14,622,000	5,896,875	1,165,500	4,731,375	4,754,750	25,273,625
Mid-2028	130,350	160	14,410	15,045	3,912	11,133	7,605	37,220	17,292,000	6,394,125	1,369,095	5,025,030	4,943,250	28,629,375
Mid-2031	131,664	150	16,210	15,875	4,202	11,673	7,845	40,080	19,452,000	6,746,875	1,470,772	5,276,103	5,099,250	31,298,125
Incremental Change														
Mid-2001 to Mid-2006	16,414	35	-1,140	1,835	239	1,596	250	980						
Mid-2006 to Mid-2011	19,433	20	406	741	318	422	1,065	2,231						
Mid-2011 to Mid-2016	10,067	-40	165	765	717	48	575	1,464						
Mid-2016 to Mid-2018	1,639	35	1,033	903	283	620	665	2,635	1,239,000	383,563	98,926	284,637	432,250	2,054,813
Mid-2018 to Mid-2023	6,089	0	3,565	1,490	519	971	335	5,390	4,278,000	633,250	181,512	451,738	217,750	5,129,000
Mid-2018 to Mid-2028	9,044	-5	5,790	2,660	1,100	1,560	625	9,070	6,948,000	1,130,500	385,107	745,393	406,250	8,484,750
Mid-2018 to Mid-2031	10,358	-15	7,590	3,490	1,391	2,099	865	11,930	9,108,000	1,483,250	486,784	996,466	562,250	11,153,500
Annual Average														
Mid-2001 to Mid-2006	3,283	7	-228	367	48	319	50	196						
Mid-2006 to Mid-2011	3,887	4	81	148	64	84	213	446						
Mid-2011 to Mid-2016	2,013	-8	33	153	143	10	115	293						
Mid-2016 to Mid-2018	820	18	516	451	141	310	333	1,318	619,500	191,781	49,463	142,318	216,125	1,027,406
Mid-2018 to Mid-2023	1,218	0	713	298	104	194	67	1,078	855,600	126,650	36,302	90,348	43,550	1,025,800
Mid-2018 to Mid-2028	904	-1	579	266	110	156	63	907	694,800	113,050	38,511	74,539	40,625	848,475
Mid-2018 to Mid-2031	1,036	-1	584	268	107	161	67	918	700,615	114,096	37,445	76,651	43,250	857,962

Source: Watson & Associates Economists Ltd., 2018.

¹ The definition of retail employment is consistent with the Town of Ajax's Development Charge Background Study definition of retail in By-Law No. 81-2013 and the Region of Durham's definition of retail in By-Law No. 16-2013.

² Square Foot Per Employee Assumptions:

Industrial	1,200
Commercial/ Population Related	425
Non-Retail	350
Retail	
2018 to 2028	478
2018 to 2031	475
Institutional	650

Appendix B – Level of Service

**Town of Ajax
Service Standard Calculation Sheet**

Service: Fire Facilities
Unit Measure: ft² of building area

Description	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 Bld'g Value (\$/ft ²)	2018 Value/ft ² with land, site works, etc.
Fire Station 1 (Westney Road)	9,440	9,440	9,440	9,440	9,440	9,440	9,440	9,440	9,440	9,440	\$498	\$537
Fire Station 2 (Monarch Ave)	14,587	14,587	14,587	14,587	14,587	14,587	14,587	14,587	14,587	14,587	\$498	\$638
Fire Headquarters	28,262	28,262	28,262	28,262	28,262	28,262	28,262	28,262	28,262	28,262	\$498	\$587
Fire Training Tower	2,120	2,120	2,120	2,120	2,120	2,120	2,120	2,120	2,120	2,120	\$1,537	\$1,677
Total	54,409	54,409	54,409	54,409	54,409	54,409	54,409	54,409	54,409	54,409		

Population	100,484	103,282	106,735	109,600	112,021	113,709	116,833	118,508	119,667	120,895
Employment	22,712	23,159	23,605	24,051	24,344	24,637	24,929	25,222	25,515	26,042
Population & Employment	123,196	126,441	130,340	133,651	136,365	138,346	141,762	143,730	145,182	146,937
Per Capita & Employee Standard	0.44	0.43	0.42	0.41	0.40	0.39	0.38	0.38	0.37	0.37

10 Year Average	2008-2017
Quantity Standard	0.40
Quality Standard	\$634
Service Standard	\$253

DC Amount (before deductions)	10 Year
Forecast Population & Employment	18,114
\$ per Capita & Employee	\$253
Eligible Amount	\$4,589,906

**Town of Ajax
Service Standard Calculation Sheet**

Service: Fire Vehicles
Unit Measure: No. of vehicles

Description	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 Value (\$/Vehicle)
Pumper/Resuce	6	6	6	6	6	6	6	6	6	6	\$1,100,000
Pumper/Tanker	1	1	1	1	1	1	1	1	1	1	\$851,300
Aerial Ladder	2	2	2	2	2	2	2	2	2	2	\$1,405,800
Special Operation Unit	1	1	1	1	1	1	1	1	1	1	\$712,700
Command Unit	1	1	1	1	1	2	1	1	1	1	\$114,300
SUV Emergency	1	1	1	1	1	1	1	1	1	1	\$100,000
Car - Sedan	3	3	3	3	3	3	3	3	3	3	\$65,000
Hybrid Sedan	3	3	3	3	3	3	3	3	3	3	\$38,700
Pickup Truck								1	1	1	\$77,000
Van - Mini	2	2	2	2	2	2	2	2	2	2	\$36,000
Total	20	20	20	20	20	21	20	21	21	21	

Population	100,484	103,282	106,735	109,600	112,021	113,709	116,833	118,508	119,667	120,895
Employment	22,712	23,159	23,605	24,051	24,344	24,637	24,929	25,222	25,515	26,042
Population & Employment	123,196	126,441	130,340	133,651	136,365	138,346	141,762	143,730	145,182	146,937
Per Capita & Employee Standard (per 1,000)	0.16	0.16	0.15	0.15	0.15	0.15	0.14	0.15	0.14	0.14

10 Year Average	2008-2017
Quantity Standard (per 1,000)	0.15
Quality Standard	\$569,405
Service Standard	\$85

DC Amount (before deductions)	10 Year
Forecast Population & Employment	18,114
\$ per Capita & Employee	\$85
Eligible Amount	\$1,544,037

**Town of Ajax
Service Standard Calculation Sheet**

Service: Sidewalks
Unit Measure: Linear Metres of Sidewalks and Active Transportation

Description	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 Value (\$/ Lin. Metre)
Within Road ROW											
Sidewalks	284,645	312,269	332,364	352,071	356,129	370,709	381,088	385,073	388,858	417,252	\$201
Active Transportation											
Achilles Road Greenbelt Trail	911	911	911	1,079	1,079	1,079	1,079	1,079	1,079	1,079	\$500
Achilles Road Trail	925	925	925	925	925	925	925	925	925	925	\$500
Ajax Greenbelt Trail	-	1,996	1,996	1,996	1,996	1,996	1,996	1,996	1,996	1,996	\$500
Audley Road Trail	1,455	1,455	1,455	2,071	2,071	3,281	3,281	3,281	3,281	3,281	\$500
Bayly Street Trail	525	1,594	1,594	1,594	1,594	3,182	3,182	3,182	3,182	3,182	\$500
Carruthers Creek Trail	432	432	432	1,850	2,780	4,884	4,884	4,884	7,949	7,949	\$1,000
Church Street Trail	821	1,212	1,212	1,212	1,212	1,212	1,212	1,212	1,212	1,212	\$1,000
CPR Trail	554	733	733	1,390	1,390	1,390	1,390	1,390	1,390	1,390	\$1,000
Duffins North Trail	2,842	2,842	2,842	2,842	2,842	4,082	4,082	4,082	4,082	4,082	\$1,000
Duffins South Trail	5,021	5,270	5,270	5,270	5,270	5,560	5,560	5,560	5,815	5,815	\$1,000
Harwood Avenue Trail	2,712	2,712	2,712	2,939	2,939	2,939	2,939	2,939	3,298	3,298	\$500
Kerrison Drive Trail	-	775	775	1,276	1,276	1,276	1,276	1,276	1,276	1,276	\$500
Kingston Road Trail	-	-	-	-	-	382	382	382	382	382	\$500
Millers Creek Trail	4,601	4,687	4,687	4,687	4,687	4,877	5,123	5,123	5,123	5,807	\$1,000
Rossland Road Trail	5,305	5,305	5,305	5,305	5,305	6,402	6,402	6,619	6,890	7,857	\$500
Rotary Park	188	188	188	188	188	188	188	188	188	188	\$500
Salem Road Trail	-	-	-	-	390	1,870	1,870	1,870	2,473	2,473	\$500
Shoal Point Road Trail	685	685	685	685	685	685	685	685	685	685	\$1,000
Snowling Drive Trail	-	-	-	-	-	315	315	315	315	315	\$500
Taunton Road Trail	2,414	2,791	2,791	3,074	4,218	4,218	4,218	4,433	4,433	4,626	\$500
Village Greenbelt Trail	1,049	1,049	1,049	1,049	1,049	1,049	1,049	1,049	1,049	1,049	\$1,000
Waterfront Trail	4,950	5,198	5,646	5,646	6,575	7,445	7,445	7,831	8,569	8,637	\$1,000
Westney Road Trail	-	-	-	463	463	463	463	778	1,642	1,642	\$500
Williamson Drive Trail	398	1,020	1,020	1,020	1,020	1,020	1,020	1,020	1,020	1,020	\$500
Total	320,435	354,051	374,594	398,634	406,085	431,431	442,056	447,173	457,113	487,419	

Population	100,484	103,282	106,735	109,600	112,021	113,709	116,833	118,508	119,667	120,895
Employment	22,712	23,159	23,605	24,051	24,344	24,637	24,929	25,222	25,515	26,042
Population & Employment	123,196	126,441	130,340	133,651	136,365	138,346	141,762	143,730	145,182	146,937
Per Capita & Employee Standard	2.60	2.80	2.87	2.98	2.98	3.12	3.12	3.11	3.15	3.32

10 Year Average	2008-2017
Quantity Standard	3.00
Quality Standard	\$274
Service Standard	\$824

DC Amount (before deductions)	13 Year
Forecast Population & Employment	22,288
\$ per Capita & Employee	\$824
Eligible Amount	\$18,363,752

**Town of Ajax
Service Standard Calculation Sheet**

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

Description	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 Value (\$/item)
Streetlights	7,113	7,708	8,259	8,758	8,932	9,444	10,351	10,396	10,496	11,132	\$5,000
Town owned Traffic Signals	18	18	20	22	24	28	28	28	29	35	\$254,400
Total	7,131	7,726	8,279	8,780	8,956	9,472	10,379	10,424	10,525	11,167	

Population	100,484	103,282	106,735	109,600	112,021	113,709	116,833	118,508	119,667	120,895
Employment	22,712	23,159	23,605	24,051	24,344	24,637	24,929	25,222	25,515	26,042
Population & Employment	123,196	126,441	130,340	133,651	136,365	138,346	141,762	143,730	145,182	146,937
Per Capita & Employee Standard (per 1,000)	57.88	61.10	63.52	65.69	65.68	68.47	73.21	72.52	72.50	76.00

10 Year Average	2008-2017
Quantity Standard (per 1,000)	67.66
Quality Standard	\$5,669
Service Standard	\$384

DC Amount (before deductions)	13 Year
Forecast Population & Employment	22,288
\$ per Capita & Employee	\$384
Eligible Amount	\$8,548,785

**Town of Ajax
Service Standard Calculation Sheet**

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

Description	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 Bld'g Value (\$/ft ²)	Value/ft ² with land, site works, etc.
Operations Centre (491 Mackenzie Ave.)	9,394	9,394	-	-	-	-	-	-	-	-	\$410	\$490
Mill Street	901	901	901	901	901	901	901	901	901	901	\$410	\$490
Operations Centre (800 Salem Rd)	-	-	21,094	21,094	21,094	21,094	21,094	21,094	21,094	21,094	\$410	\$560
Salt Dome	-	-	8,267	8,267	8,267	8,267	8,267	8,267	8,267	8,267	\$109	\$230
Cold Storage Building	-	-	225	225	225	225	225	225	225	225	\$179	\$310
Total	10,295	10,295	30,487	30,487	30,487	30,487	30,487	30,487	30,487	30,487		

Population	100,484	103,282	106,735	109,600	112,021	113,709	116,833	118,508	119,667	120,895
Employment	22,712	23,159	23,605	24,051	24,344	24,637	24,929	25,222	25,515	26,042
Population & Employment	123,196	126,441	130,340	133,651	136,365	138,346	141,762	143,730	145,182	146,937
Per Capita & Employee Standard	0.08	0.08	0.23	0.23	0.22	0.22	0.22	0.21	0.21	0.21

10 Year Average	2008-2017
Quantity Standard	0.19
Quality Standard	\$469
Service Standard	\$90

DC Amount (before deductions)	13 Year
Forecast Population & Employment	22,288
\$ per Capita & Employee	\$90
Eligible Amount	\$2,000,794

**Town of Ajax
Service Standard Calculation Sheet**

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

Description	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 Value (\$/Vehicle)
Roads Vehicles											
5 ton dump truck (plow wing and sander body)	9.0	10.0	11.0	11.0	11.0	11.0	12.0	12.0	12.0	13.0	\$280,000
sweeper-vacuum type	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$285,000
sweeper-mechanical	-	-	-	-	-	-	-	-	-	-	\$227,700
grader	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$405,000
street flusher	1.0	1.0	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0	\$285,000
backhoe-loader combination	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$175,000
trailer - single axle 3 ton	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	\$13,900
Roller - Asphalt	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$26,200
Mini-Sweeper	-	-	1.0	1.0	1.0	1.0	1.0	1.0	2.0	1.0	\$250,000
Shared Operations Vehicles											
Medium Size Sedan	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	\$38,000
Hybrid Sedan	-	0.6	0.6	0.6	0.6	1.1	1.1	1.1	1.1	2.8	\$38,000
SUV - Small	0.6	0.6	0.6	-	-	-	-	-	-	-	\$47,000
Hybrid SUV	-	-	0.6	0.6	0.6	0.6	0.6	0.6	0.6	-	\$52,000
Hybrid Pick-up Truck Ext. cab	1.7	1.7	1.1	1.1	0.6	0.6	0.6	0.6	0.6	0.6	\$57,000
Pick-up Trucks - 1/2 ton std. cab	7.2	6.6	5.0	5.0	5.5	4.4	4.4	4.4	4.4	4.4	\$42,000
Pick-up Trucks - 3/4 ton 4x4	0.6	0.6	0.6	0.6	1.7	1.7	1.7	1.7	1.7	1.7	\$57,000
Pick-up Trucks - 3/4 ton std cab 4x4 with plow	1.1	1.7	1.7	2.2	2.2	2.8	2.8	2.8	2.8	2.8	\$57,000
Pick-up Trucks - 3/4 ton crew cab 4x4 with plow	2.8	4.4	5.0	5.5	5.0	7.2	5.5	5.5	5.5	6.6	\$57,000
Pick-up Trucks - crew cab	2.8	1.7	1.7	1.7	1.7	-	-	-	-	-	\$57,000
Van - Panel/Cargo	3.9	4.4	4.4	4.4	4.4	4.4	4.4	5.5	5.5	5.5	\$60,000
Van - Mini	2.2	2.2	3.3	3.3	3.3	-	-	-	-	-	\$42,000
Van - Passenger	0.6	0.6	0.6	0.6	0.6	-	-	-	-	-	\$42,000
1 ton std. cab truck with utility body	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	\$95,000
1 1/2 ton crew cab stake dump truck	4.4	2.8	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	\$80,000
1 1/2 ton std. cab stake 4 x 4 dump truck	-	1.7	2.8	2.8	2.8	2.8	2.8	2.8	3.3	3.3	\$80,000

**Town of Ajax
Service Standard Calculation Sheet**

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

Description	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 Value (\$/Vehicle)
2 ton std. cab with haul all body	-	-	-	-	-	-	-	-	-	-	\$109,900
3 ton std. cab with haul all body	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	\$130,000
3 ton stake dump truck	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	\$95,000
front end loader with plow and wing	0.6	0.6	0.6	1.1	1.1	1.1	1.1	1.1	1.1	1.1	\$250,000
bucket truck	0.6	0.6	0.6	0.6	0.6	0.6	1.1	1.1	1.1	1.1	\$300,000
Fork Lift	-	-	-	0.6	0.6	0.6	0.6	0.6	0.6	0.6	\$39,900
Total	48	51	53	55	55	52	52	54	56	58	

Population	100,484	103,282	106,735	109,600	112,021	113,709	116,833	118,508	119,667	120,895
Employment	22,712	23,159	23,605	24,051	24,344	24,637	24,929	25,222	25,515	26,042
Population & Employment	123,196	126,441	130,340	133,651	136,365	138,346	141,762	143,730	145,182	146,937
Per Capita & Employee Standard (per 1,000)	0.39	0.40	0.41	0.41	0.41	0.38	0.37	0.38	0.38	0.39

10 Year Average	2008-2017
Quantity Standard (per 1,000)	0.39
Quality Standard	\$132,524
Service Standard	\$52

DC Amount (before deductions)	13 Year
Forecast Population & Employment	22,288
\$ per Capita & Employee	\$52
Eligible Amount	\$1,156,079

**Town of Ajax
Service Standard Calculation Sheet**

Service: Parks Operations Facilities
Unit Measure: ft² of building area

Description	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 Bld'g Value (\$/ft ²)	Value/ft ² with land, site works, etc.
Operations Centre (491 Mackenzie Ave.)	15,076	15,076	-	-	-	-	-	-	-	-	\$410	\$490
Pickering Beach Garage	1,248	1,248	1,248	1,248	1,248	1,248	1,248	1,248	1,248	1,248	\$113	\$170
Sportsplex Maintenance Building	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	\$138	\$190
Mill Street	1,447	1,447	1,447	1,447	1,447	1,447	1,447	1,447	1,447	1,447	\$410	\$490
Operations Centre (800 Salem Rd)	-	-	33,854	33,854	33,854	33,854	33,854	33,854	33,854	33,854	\$410	\$560
Cold Storage Building	-	-	4,274	4,274	4,274	4,274	4,274	4,274	4,274	4,274	\$179	\$310
Hornung Storage Building	1,674	1,674	1,674	1,674	1,674	1,674	1,674	1,674	1,674	1,674	\$179	\$230
Paradise Facility	1,184	1,184	1,184	1,184	1,184	1,184	1,184	1,184	1,184	1,184	\$179	\$230
Total	22,129	22,129	45,181	45,181	45,181	45,181	45,181	45,181	45,181	45,181		

Population	100,484	103,282	106,735	109,600	112,021	113,709	116,833	118,508	119,667	120,895
Per Capita Standard	0.22	0.21	0.42	0.41	0.40	0.40	0.39	0.38	0.38	0.37

10 Year Average	2008-2017
Quantity Standard	0.36
Quality Standard	\$481
Service Standard	\$173

DC Amount (before deductions)	10 Year
Forecast Population	9,044
\$ per Capita	\$173
Eligible Amount	\$1,563,165

**Town of Ajax
Service Standard Calculation Sheet**

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

Description	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 Bld'g Value (\$/ft ²)	Value/ft ² with land, site works, etc.
Ajax Community Centre	217,153	217,153	217,153	217,153	217,153	217,153	217,153	217,153	217,153	217,153	\$607	\$753
Village Community Centre	5,903	5,903	5,903	5,903	5,903	5,903	5,903	5,903	5,903	5,903	\$602	\$706
Village Arena and Community Centre	30,140	30,140	30,140	30,140	30,140	30,140	30,140	30,140	30,140	30,140	\$602	\$665
St. Andrews Community Centre	8,199	8,199	8,199	8,199	8,199	8,199	8,199	8,199	8,199	8,199	\$602	\$706
Westney School Gym/staff room (50%)	2,734	2,734	2,734	2,734	2,734	2,734	2,734	2,734	2,734	2,734	\$602	\$706
Lakeside School Gym (50%)	2,398	2,398	2,398	2,398	2,398	2,398	2,398	2,398	2,398	2,398	\$602	\$706
Lakeside School Comm Halls and Office	3,265	3,265	3,265	3,265	3,265	3,265	3,265	3,265	3,265	3,265	\$602	\$706
Dennis O'Connor H.S. cafetorium and gym (50%)	4,005	4,005	4,005	4,005	4,005	4,005	4,005	4,005	4,005	4,005	\$602	\$706
St. Andrews Gym	8,240	8,240	8,240	8,240	8,240	8,240	8,240	8,240	8,240	8,240	\$602	\$706
Lincoln Alexander School - gym (50%)	2,545	2,545	2,545	2,545	2,545	2,545	2,545	2,545	2,545	2,545	\$602	\$706
Lincoln Alexander School - community space	3,782	3,782	3,782	3,782	3,782	3,782	3,782	3,782	3,782	3,782	\$602	\$706
McLean Community Centre	69,111	69,111	69,111	69,111	69,111	69,111	69,111	69,111	69,111	69,111	\$607	\$768
Paulynn Park Pavillon	800	800	800	800	800	1,850	1,850	1,850	1,850	1,850	\$602	\$706
Rotary Park Pavillon	3,824	3,824	3,824	3,824	3,824	3,824	3,824	3,824	3,824	3,824	\$602	\$689
Carruthers Marsh Pavilion	-	-	3,436	3,436	3,436	3,436	3,436	3,436	3,436	3,436	\$602	\$706
Greenwood Discovery Pavilion	-	-	1,370	1,370	1,370	2,595	2,595	2,595	2,595	2,595	\$689	\$802
Audley Recreation Centre (Phase 1)						54,896	54,896	54,896	54,896	54,896	\$607	\$753
Hartrick House						3,309	3,309	3,309	3,309	3,309	\$546	\$686
Sportsplex Washroom/Changeroom	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	\$707	\$763
Total	363,599	363,599	368,405	368,405	368,405	428,885	428,885	428,885	428,885	428,885		

Population	100,484	103,282	106,735	109,600	112,021	113,709	116,833	118,508	119,667	120,895
Per Capita Standard	3.62	3.52	3.45	3.36	3.29	3.77	3.67	3.62	3.58	3.55

10 Year Average	2008-2017
Quantity Standard	3.54
Quality Standard	\$743
Service Standard	\$2,633

DC Amount (before deductions)	10 Year
Forecast Population	9,044
\$ per Capita	\$2,633
Eligible Amount	\$23,812,762

Town of Ajax
Service Standard Calculation Sheet

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

Description	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 Value (\$/Vehicle)
Recreation Vehicles											
Ice re-surfacer	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0	\$85,000
Pick-up Trucks - 12003 & 12004	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	\$42,000
Hybrid Pick-up Truck - 12512 (2013)	-	-	-	-	-	1.0	1.0	1.0	1.0	1.0	\$52,000
Van - 14003 - (2006)								1.0	1.0	1.0	\$57,000
Parks Operations Vehicles											
Playground Van	1.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	\$60,000
tractor - articulated with plow, sander and mower	3.0	3.0	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	\$135,000
tractor - CL IV with cab and loader	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	\$75,000
tractor - CL IV without cab	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0	2.0	4.0	\$55,400
tractor - CL V 76 hp diesel with flail mower	1.0	-	-	-	-	-	-	-	-	-	\$132,600
tractor - sidewalk with dozer blade & front end loader	3.0	3.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	8.0	\$67,500
tractor 4x4 with 72" rotary mower	7.0	7.0	7.0	7.0	7.0	10.0	10.0	10.0	10.0	12.0	\$35,500
trailer - tandem axle	5.0	5.0	5.0	5.0	7.0	9.0	9.0	9.0	9.0	9.0	\$10,500
jd worksite gator	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	\$25,000
Electric Pick-Up Truck	-	-	-	-	1.0	1.0	1.0	1.0	1.0	1.0	\$39,900
Electric Utility Vehicle	-	-	-	-	1.0	1.0	1.0	2.0	2.0	1.0	\$16,600
zero turn mower	11.0	11.0	11.0	11.0	11.0	11.0	13.0	13.0	13.0	13.0	\$22,500
Tracked sidewalk snow remover	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	\$166,300
Large Area Mowers - sports field	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	\$105,400
Large Area Mowers - parks	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	\$99,800
Tractor 19hp w/loader	1.0	1.0	1.0	1.0	1.0	-	-	-	-	-	\$24,400
Shared Operations Vehicles											
Medium Size Sedan	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	\$38,000
Hybrid Sedan	-	0.4	0.4	0.4	0.4	0.9	0.9	0.9	0.9	2.2	\$38,000
SUV - Small	0.4	0.4	0.4	-	-	-	-	-	-	-	\$47,000
Hybrid SUV	-	-	0.4	0.4	0.4	0.4	0.4	0.4	0.4	-	\$52,000
Hybrid Pick-up Truck Ext. cab	1.3	1.3	0.9	0.9	0.4	0.4	0.4	0.4	0.4	0.4	\$57,000
Pick-up Trucks - 1/2 ton std. cab	5.8	5.4	4.0	4.0	4.5	3.6	3.6	3.6	3.6	3.6	\$42,000
Pick-up Trucks - 3/4 ton 4x4	0.4	0.4	0.4	0.4	1.3	1.3	1.3	1.3	1.3	1.3	\$57,000

**Town of Ajax
Service Standard Calculation Sheet**

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

Description	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 Value (\$/Vehicle)
Pick-up Trucks - 3/4 ton std cab 4x4 with plow	0.9	1.3	1.3	1.8	1.8	2.2	2.2	2.2	2.2	2.2	\$57,000
Pick-up Trucks - 3/4 ton crew cab 4x4 with plow	2.2	3.6	4.0	4.5	4.0	5.8	4.5	4.5	4.5	5.4	\$57,000
Pick-up Trucks - crew cab	2.2	1.3	1.3	1.3	1.3	-	-	-	-	-	\$57,000
Van - Panel/Cargo	3.1	3.6	3.6	3.6	3.6	3.6	3.6	4.5	4.5	4.5	\$60,000
Van - Mini	1.8	1.8	2.7	2.7	2.7	-	-	-	-	-	\$42,000
Van - Passenger	0.4	0.4	0.4	0.4	0.4	-	-	-	-	-	\$42,000
1 ton std. cab truck with utility body	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	\$95,000
1 1/2 ton crew cab stake dump truck	3.6	2.2	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	\$80,000
1 1/2 ton std. cab stake 4 x 4 dump truck	-	1.3	2.2	2.2	2.2	2.2	2.2	2.2	2.7	2.7	\$80,000
2 ton std. cab with haul all body	-	-	-	-	-	-	-	-	-	-	\$109,900
3 ton std. cab with haul all body	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	\$130,000
3 ton stake dump truck	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	\$95,000
front end loader with plow and wing	0.4	0.4	0.4	0.9	0.9	0.9	0.9	0.9	0.9	0.9	\$250,000
bucket truck	0.4	0.4	0.4	0.4	0.4	0.4	0.9	0.9	0.9	0.9	\$300,000
Fork Lift	-	-	-	0.4	0.4	0.4	0.4	0.4	0.4	0.4	\$39,900
Total	81	81	84	87	92	94	96	99	100	105	

Population	100,484	103,282	106,735	109,600	112,021	113,709	116,833	118,508	119,667	120,895
Per Capita Standard (per 1,000)	0.80	0.78	0.79	0.80	0.82	0.83	0.82	0.84	0.84	0.87

10 Year Average	2008-2017
Quantity Standard (per 1,000)	0.82
Quality Standard	\$62,135
Service Standard	\$51

DC Amount (before deductions)	10 Year
Forecast Population	9,044
\$ per Capita	\$51
Eligible Amount	\$459,616

**Town of Ajax
Service Standard Calculation Sheet**

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

Description	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 Value (\$/item)
Print											
Adult	102,932	108,242	102,202	101,768	103,271	76,017	66,597	78,467	75,395	78,701	\$39
Junior	80,357	84,502	79,787	79,448	80,621	59,350	52,830	67,163	66,668	67,259	\$23
Magazines	7,132	5,159	5,275	5,423	5,457	4,704	3,739	3,251	3,005	3,045	\$92
Media											
DVD/VG (inc VHS to 2010)	16,070	12,186	12,807	13,347	15,133	14,152	14,841	18,140	19,089	20,080	\$45
CD/TBC (inc. Tapes to 2012)	10,849	10,639	11,103	10,979	10,880	7,087	6,415	13,270	8,974	9,285	\$45
Software	421	405	428	352	357	-	-	-	-	-	\$39
Toys	-	-	-	-	-	-	-	88	209	204	\$59
Multilingual											
Print	4,451	4,680	4,419	4,400	4,464	3,287	3,122	4,223	5,195	5,600	\$55
DVD/CD	2,453	2,580	2,436	2,426	2,462	1,809	1,620	2,622	2,971	2,915	\$61
e-Resources											
e-books	8,475	8,475	9,402	11,535	11,515	11,012	14,245	17,133	21,083	22,472	\$56
e-audiobooks	-	2,190	4,354	5,676	7,375	672	1,131	1,904	3,514	3,877	\$71
E-Journal Databases				36	28	18	13	13	8	7	\$2,700
Downloadable Subscriptions				1	2	3	4	4	5	4	\$12,600
Total	233,140	239,058	232,213	235,391	241,565	178,111	164,557	206,278	206,116	213,449	

Population	100,484	103,282	106,735	109,600	112,021	113,709	116,833	118,508	119,667	120,895
Per Capita Standard	2.32	2.31	2.18	2.15	2.16	1.57	1.41	1.74	1.72	1.77

10 Year Average	2008-2017
Quantity Standard	1.9318
Quality Standard	\$38
Service Standard	\$73

DC Amount (before deductions)	10 Year
Forecast Population	9,044
\$ per Capita	\$73
Eligible Amount	\$659,760

Appendix C – Long-Term Capital and Operating Cost Examination

Appendix C – Long-Term Capital and Operating Cost Examination

As a requirement of the D.C.A., 1997 under subsection 10(2)(c), an analysis must be undertaken to assess the long-term capital and operating cost impacts for the capital infrastructure projects identified within the D.C. As part of this analysis, it was deemed necessary to isolate the incremental operating expenditures directly associated with these capital projects, factor in cost savings attributable to economies of scale or cost sharing where applicable, and prorate the cost on a per unit basis (i.e. square foot of building space, per vehicle, etc.). This was undertaken through a review of the Town's 2016 Financial Information Return.

In addition to the operational impacts, over time the initial capital projects will require replacement. This replacement of capital is often referred to as lifecycle cost. By definition, lifecycle costs are all the costs which are incurred during the life of a physical asset, from the time its acquisition is first considered, to the time it is taken out of service for disposal or redeployment. The method selected for lifecycle costing is the sinking fund method which provides that money will be contributed annually and invested, so that those funds will grow over time to equal the amount required for future replacement. The following factors samples of what were utilized to calculate the annual replacement cost of the capital projects (annual contribution = factor x capital asset cost) and are based on an annual growth rate of -2% (net of inflation) over the average useful life of the asset:

Asset	Lifecycle Cost: Average Useful Life (Years)	Lifecycle Cost: Factor
Facilities, Buildings	50	0.0318
Roads and Related	30	0.0446
Rolling Stock and Equipment	12	0.0946
Fire Vehicles	15	0.0778
Parks Related	15	0.0778

Table C-1 depicts the annual operating impact resulting from the proposed gross capital projects at the time they are all in place. It is important to note that, while municipal

program expenditures will increase with growth in population, the costs associated with the new infrastructure (i.e. facilities) would be delayed until the time these works are in place.

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

SERVICE	ANNUAL LIFECYCLE EXPENDITURES	ANNUAL OPERATING EXPENDITURES	TOTAL ANNUAL EXPENDITURES
1. Transportation Services	5,562,071	1,645,814	7,207,885
2. Fire Services	123,636	1,604,474	1,728,110
3. Parks and Recreation Services	2,717,876	1,743,137	4,461,013
4. Library Services	524,216	402,330	926,546
5. Administration Services		-	-
Total	8,927,799	5,395,755	14,323,554

Appendix D – Local Service Policy

Appendix D – Draft Local Service Policy

This Appendix sets out the Town’s General Policy Guidelines on Development Charges (D.C.) and local service funding for Services Related to a Highway, and Parkland Development. The guidelines outline, in general terms, the size and nature of engineered infrastructure that is included in the study as a D.C. project, versus infrastructure that is considered as a local service, to be emplaced separately by landowners, pursuant to a development agreement.

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

A. SERVICES RELATED TO A HIGHWAY

Development will be required to provide local services including:

Roads

- All internal subdivision roads up to 10 m width pavement and 26 m right of way
- Improvements to roads abutting the subdivision, up to 10 m pavement. Where development is to occur on both sides, the first subdivision absorbs the full costs, with the Town pursuing “best efforts” recovery and repayment to the front-ender from the subsequent developer;
- All road capacity expansions not abutted by future development area, are to be included in the D.C. calculation, together with those roads identified in previous studies which may not yet be improved
- Developers are responsible for sidewalks, streetlights, landscaping, adjoining intersection improvements and traffic signals within a site plan or a plan of subdivision

Active Transportation

The developer is responsible for the preparation of detailed design concepts for any active transportation system contained within or adjacent to a plan of subdivision. The

developer must provide the following servicing infrastructure in support of the active transportation system:

- water service connections to trail entrances, as may be required;
- designed capacity in electrical systems and connection points at trail entrances, as may be required;
- curb-cuts, boulevard pavings and depressed curbs at roadways, as may be required;
- accommodation of the trail system within stormwater pond blocks, as may be required.

B. PARKLAND DEVELOPMENT

The Town's policy with respect to work to be undertaken by developers dedicating land for parks and trails is as follows:

Parkland:

The developer is responsible for the preparation of detailed design concepts and is required to deliver parkland with completed finish grading, seeding to general park areas, furnishing all necessary service connections and infrastructure for the ultimate park design including:

- storm sewerage, including inlet structures and sewer pipe;
- sanitary sewer connection(s) to the park boundary, as may be applicable;
- water service meter chamber(s) and connection(s) to the park block, as may be required;
- designed capacity in electrical systems and electrical service(s) and connections to the park boundary. Park electrical systems must be independent of the streetlighting electrical system and be fed directly from the nearest transformer with the demarcation point being a breaker disconnect panel at the park boundary.

Recreational Trails:

The developer is responsible for the preparation of detailed design concepts for any trail system contained within or adjacent to a plan of subdivision. The developer must provide the following servicing infrastructure in support of the trail system:

- water service connections to trail entrances, as may be required;

- designed capacity in electrical systems and connection points at trail entrances, as may be required. Trail electrical systems must be independent of the streetlighting electrical system and be fed directly from the nearest transformer with the demarcation point being a breaker disconnect panel at the trail entrance;
- curb-cuts, boulevard pavings and depressed curbs at roadways, as may be required;
- accommodation of the trail system within stormwater pond blocks, as may be required.

With respect to parkland dedication, it is assumed that landowners, as part of their subdivision agreements, will be required to undertake rough and fine grading for overland flows and to seed and provision of municipal services (water, sanitary, storm, and electrical) to the property line. The parkland development costs included in the D.C. are supplementary to that work.

Appendix E – Development Charge Background Study – Transportation Component



- Development Charge Background Study - Transportation Component

April 2018





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1.0 INTRODUCTION

The Town of Ajax is updating its Development Charge By-law to help determine a dollar value that new development should pay to help cover the Town’s costs for future infrastructure and services. WSP has been commissioned by the Town to update the transportation component of this study that was previously conducted in 2013. The objective of the transportation component of the update is to calculate the expected change in the quantity and quality of service on the Town’s transportation network.

The scope of the report includes the methodology, analysis and results of assessing the performance of the future transportation network compared to the historical trend. The transportation improvements consider road upgrading, widening, or extensions to the year 2031, in addition to improvements to sidewalks, street lighting and multi-use trails.

This report addresses the following topics:

- 2018 Integrated Transportation Master Plan¹ (ITMP) assumptions on population and employment;
- Level of service calculations for quantity and quality; and
- Improvements for roads, sidewalks, street lighting and multi-use trails.

2.0 TRANSPORTATION MASTER PLAN ASSUMPTIONS ON POPULATION AND EMPLOYMENT

The Town of Ajax presently is preparing an *Integrated Transportation Master Plan Update* (ITMP), which envisions a fully integrated, comprehensive and sustainable transportation network to accommodate population and employment growth to the year 2031 and beyond. The ITMP meets the Town’s transportation objectives of promoting Complete Streets for all users and modes of transportation, improving existing and future transportation infrastructure and facilities, improving road safety and enhancing the quality of lives of residents by supporting a multi-modal transportation network.

2.1 Population and Employment Assumptions

The roads-component program is based on the Town’s land use planning assumptions and preferred transportation network completed as part of the ITMP. The ITMP utilized the Durham Region travel demand forecasting model, which includes population and employment projections for the Town. **Table 1** summarizes the population for the 2011 base year and two horizons used in the level of service calculations in Section 3.0

Table 1: Ajax 2018 Integrated Transportation Master Plan Assumptions on Population

Year	Population
2011	114,105
2021	132,780
2031	137,290

¹ The Integrated Master Plan updates the 2013 Transportation Master Plan and the 2010 Pedestrian and Bicycle Master Plan.



3.0 LEVEL OF SERVICE

Overall level of service is analysed based on two criteria: the quantity of roads proposed for construction (widening or extensions) and their quality of service. While the quantity is measured based on the value of lane-kilometres per 1,000 inhabitants, quality refers to forecasted vehicle volumes in the network compared to the road capacity.

3.1 Quantity

The level of service related to the quantity of roads is essentially the measurement of road lane-kilometres in the Town's network per 1,000 inhabitants. This value was calculated by determining the number of lane-kilometres under the jurisdiction of the Town of Ajax in the road network divided by the population estimates of **Section 2.1** of this document. The lane-kilometres per 1,000 inhabitants calculation is important because the future level of service cannot exceed the average level of service over the past ten years as the Development Charges Act requires².

The lane-kilometres per 1,000 inhabitants for 2001 and 2011 equaled 2.21 and 1.90 respectively, yielding an average of 2.05 during the aforementioned 10-year period. This base value was used to compare future year scenarios of 2021 and 2031. The lane-kilometres per 1,000 inhabitants of all Town Arterial (class B and C) as well as Town Collector roadways under the jurisdiction of the Town of Ajax corresponding to the three 10-year periods can be observed in **Table 2**.

The average of lane-kilometres per 1,000 inhabitants corresponding to the subsequent two 10-year periods (2021 and 2031) is estimated at 1.72 and 1.83, respectively. These represent a decrease of 16% and 11%, respectively, in relation to the 2001-2011 average. These results suggest that the future road network per 1,000 inhabitants will not exceed the average ratio of the last 10-year period and thus meet the Development Charges Act requirement.

Table 2: Lane-Kilometres of Town Arterial and Collector Roads

Town Road	Segment	Length	2001 lanes	2001 lane-km	2011 lanes	2011 lane-km	2021 lanes	2021 lane-km	2031 lanes	2031 lane-km
Type "B" Arterial Roads										
Audley Rd.	Taunton Rd. to Kingston Rd.	4.05	2	8.1	2	8.1	2	8.1	2	8.1
Audley Rd.	Kingston Rd. to Chambers Rd.	0.7	0	0	0	0	0	0	2	1.4
Audley Rd.	Achilles Rd. to Bayly St.	0.92	0	0	0	0	0	0	2	1.84
Church St.	5th Concession to Taunton Rd.	2.09	2	4.18	2	4.18	2	4.18	2	4.18
Church St.	Taunton Rd. to Hydro Corridor	1.15	2	2.3	2	2.3	2	2.3	2	2.3
Church St.	Hydro Corridor to Rossland Rd.	0.9	2	1.8	2	1.8	2	1.8	2	1.8
Church St.	Rossland Rd. to Kingston Rd.	1.95	2	3.9	2	3.9	2	3.9	4	7.8
Church St. ³	Kingston Rd. to CN rail overpass	1.05	0	0	0	0	2	2.1	2	2.1
Rossland Rd.	Ajax/Pickering Boundary to Church St.	0.86	2	1.72	2	1.72	2	1.72	2	1.72

² According to the Development Charges Act Section 5 (1), the calculated level of service "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."

³ This segment of Church St. was transferred from a regional road to a Town road in 2013/14



Town Road	Segment	Length	2001 lanes	2001 lane-km	2011 lanes	2011 lane-km	2021 lanes	2021 lane-km	2031 lanes	2031 lane-km
Rossland Rd.	Church St. to Westney Rd	1.68	2	3.36	2	3.36	4	6.71	4	6.72
Rossland Rd.	Westney to Salem Rd	2.06	2	4.12	2	4.12	2	4.12	4	8.24
Rossland Rd.	Salem Rd to Lake Ridge Rd.	2.11	2	4.22	2	4.22	2	4.22	4	8.44
Salem Rd.	5th Concession to Taunton Rd.	2.05	2	4.1	2	4.1	2	4.1	2	4.1
Salem Rd. ⁴	Taunton Rd to Rossland Rd.	2.3	2	4.6	4	9.2	0	0	0	0
Salem Rd. ⁴	Kingston Rd to Rossland Rd.	2.1	0	0	4	8.4	0	0	0	0
Salem Rd. ⁴	North of Hwy 401 to Kingston Rd.	1	0	0	4	4	0	0	0	0
All 'B' Arterial Roads						42.4		59.4		43.26
Type "C" Arterial Roads										
Achilles Rd.	Harwood Ave to Salem Rd.	1	2	2	2	2	2	2	2	2
Achilles Rd.	Salem Rd. to Terminus	1.08	0	0	2	2.16	2	2.16	2	2.16
Achilles Rd.	Terminus to Audley Rd.	0.48	0	0	0	0	0	0	2	0.96
Ashbury Blvd.	Shoal Point Rd. to Audley Rd.	0.58	2	1.16	2	1.16	2	1.16	2	1.16
Audley Rd.	Bayly St. to Ashbury Blvd.	2.15	2	4.3	2	4.3	2	4.3	2	4.3
Chambers Dr.	Salem Rd. to Beck Cres.	0.55	2	1.1	2	1.1	2	1.1	2	1.1
Chambers Dr.	Carruthers Creek to Audley Rd.	0.84	0	0	0	0	0	0	2	1.68
Chambers Dr.	Beck Cres. to Carruthers Creek	0.3	0	0	0	0	0	0	2	0.6
Church St.	Bayly St. to Clements Rd	0.9	2	1.8	2	1.8	2	1.8	2	1.8
Clements Rd.	West of Westney Rd.	0.28	2	0.56	2	0.56	2	0.56	2	0.56
Delaney Dr.	Riverside Dr. to Westney Rd.	3.12	2	6.24	2	6.24	2	6.24	2	6.24
Doric St.	Harwood Ave. to Mandrake St.	0.3	2	0.6	2	0.6	2	0.6	2	0.6
Dowty Rd.	Fairall St. to Station St.	0.08	2	0.16	2	0.16	2	0.16	2	0.16
Dreyer Dr.	Harwood Ave. to Pickering Beach Rd.	1.11	2	2.22	2	2.22	2	2.22	2	2.22
Elizabeth St.	Delaney Dr. to Kingston Rd.	1.17	2	2.34	2	2.34	2	2.34	2	2.34
Fairall St.	Westney Rd. to Dowty St.	0.9	2	1.8	2	1.8	2	1.8	2	1.8
Harwood Ave.	Taunton Rd. to Rossland Rd. (old alignment)	2	2	4	0	0	0	0	0	0
Harwood Ave.	Taunton Rd. to Woodcock Ave.	1.4	0	0	2	2.8	2	2.8	4	5.6
Harwood Ave.	Woodcock Ave. to Rossland Rd.	0.85	0	0	4	3.4	4	3.4	4	3.4
Harwood Ave.	Rossland Rd. to Kingston Rd.	2.25	4	9	4	9	4	9	4	9
Harwood Ave. ⁵	Kingston Rd. to Bayly St.	2.01	0	0	0	0	4	8.04	4	8.04
Harwood Ave. ⁵	Bayly St. to Lake Driveway	2.62	0	0	0	0	4	10.48	4	10.48
Kerrison Dr.	Old Harwood to Harwood Ave.	0.5	2	1	2	1	2	1	2	1
Kerrison Dr.	Salem Rd. to Audley Rd	1.63	0	0	2	3.26	2	3.26	2	3.26

⁴ This segment of Salem Rd. was transferred from Town to the Region in 2012

⁵ This segment of Harwood Ave. was transferred from Region to the Town in 2012.



Town Road	Segment	Length	2001 lanes	2001 lane-km	2011 lanes	2011 lane-km	2021 lanes	2021 lane-km	2031 lanes	2031 lane-km
Kerrison Dr.	Harwood Ave to Salem Rd.	0.51	0	0	0	0	2	1.02	2	1.02
Magill Dr.	Westney Rd. to Old Harwood Rd.	0.85	2	1.7	2	1.7	2	1.7	2	1.7
Mandrake St.	Doric St. to Salem Rd.	0.56	2	1.12	2	1.12	2	1.12	2	1.12
Pickering Beach Rd.	Bayly St. to Emperor St.	0.69	0	0	4	2.76	4	2.76	4	2.76
Pickering Beach Rd.	Emperor St to Lakeview Blvd.	1.7	0	0	2	3.4	2	3.4	2	3.4
Range Line Rd.	Pickering Beach Rd. to Shoal Point Rd.	0.83	2	1.66	2	1.66	2	1.66	2	1.66
Riverside Dr.	Rossland Rd. to Delaney Dr.	0.95	2	1.9	2	1.9	2	1.9	2	1.9
Shoal Point Rd.	Bayly St. to Salt Dr.	0.65	2	1.3	2	1.3	2	1.3	2	1.3
Shoal Point Rd.	Salt Dr. to Range Line Rd.	1.36	2	2.72	2	2.72	2	2.72	2	2.72
Station St.	Dowty Rd. to Harwood Ave.	0.66	2	1.32	2	1.32	2	1.32	2	1.32
Williamson Dr.	Bellinger to Westney Rd.	0.45	0	0	2	0.9	2	0.9	2	0.9
Williamson Dr.	Ravenscroft Rd. to Bellinger	0.5	0	0	0	0	2	1	2	1
Williamson Dr.	Westney Rd to Harwood Ave.	0.85	0	0	2	1.7	2	1.7	2	1.7
Williamson Dr.	Thackery Dr. to Salem Rd.	0.5	0	0	2	1	2	1	2	1
Williamson Dr.	Salem Rd. to Audley Rd.	1.69	0	0	2	3.38	2	3.38	2	3.38
All 'C' Arterial Roads				50		70.76		91.30		97.34
Collector Roads										
Adams Dr.	All	0.81	2	1.62	2	1.62	2	1.62	2	1.62
Ainley Rd.	Turnerbury Ave. to Audley Rd.	0.24	0	0	0	0	2	0.48	2	0.48
Alexander's Crossing	All	0.76	0	0	2	1.52	2	1.52	2	1.52
Angus Dr.	All	1.09	2	2.18	2	2.18	2	2.18	2	2.18
Atherton Ave.	All	0.98	0	0	2	1.96	2	1.96	2	1.96
Bellinger Dr.	Williamson Dr. to Telford St.	0.43	0	0	2	0.86	2	0.86	2	0.86
Bennett Ave.	All	0.47	2	0.94	2	0.94	2	0.94	2	0.94
Bramwell Dr.	All	0.19	2	0.38	2	0.38	2	0.38	2	0.38
Burcher Rd.	All	0.97	2	1.94	2	1.94	2	1.94	2	1.94
Chapman Dr.	All	1.16	2	2.32	2	2.32	2	2.32	2	2.32
Clements Rd.	Westney Rd. to Dreyer Dr.	2.97	2	5.94	2	5.94	2	5.94	2	5.94
Clover Ridge Dr. E	All	1.04	2	2.08	2	2.08	2	2.08	2	2.08
Coles Ave.	All	0.59	2	1.18	2	1.18	2	1.18	2	1.18
Commercial Ave.	South of Hunt St.	0.47	0	0	2	0.94	2	0.94	2	0.94
Commercial Ave.	Hunt St. to Station St.	0.48	0	0	2	0.96	2	0.96	4	1.92
Emperor St.	All	0.83	2	1.66	2	1.66	2	1.66	2	1.66
Finley Ave.	Bayly St. to Lake Driveway	2.79	2	5.58	2	5.58	2	5.58	2	5.58
Fishlock St.	All	0.52	2	1.04	2	1.04	2	1.04	2	1.04
Formosa Ave.	Lloydminster Ave. to Turnerbury Rd.	0.35	0	0	0	0	2	0.7	2	0.7
Gardiner Dr.	All	0.29	2	0.58	2	0.58	2	0.58	2	0.58



Town Road	Segment	Length	2001 lanes	2001 lane-km	2011 lanes	2011 lane-km	2021 lanes	2021 lane-km	2031 lanes	2031 lane-km	
Gillet Dr. ⁶	Salem Rd. to Taunton Rd.	1.45	0	0	0	0	2	2.9	2	2.9	
Griffiths Dr.	All	1.16	2	2.32	2	2.32	2	2.32	2	2.32	
Harkins Dr.	All	0.51	2	1.02	2	1.02	2	1.02	2	1.02	
Hunt St.	Mackenzie Ave. to Harwood Ave.	0.85	2	1.7	2	1.7	2	1.7	2	1.7	
Hunt St.	Westney Rd. to MacKenzie Ave.	0.56	0	0	0	0	0	0	2	1.12	
Hurst Dr.	Stannardville Dr. to Church St.	0.44	0	0	0	0	2	0.88	2	0.88	
Knapton Ave.	All	0.58	2	1.16	2	1.16	2	1.16	2	1.16	
Lake Driveway	Westney Rd. to Harwood Ave.	3.01	2	6.02	2	6.02	2	6.02	2	6.02	
Lake Driveway	Harwood Ave. to McClarnan Rd.	0.67	2	1.34	2	1.34	2	1.34	2	1.34	
Lincoln St.	All	0.84	2	1.68	2	1.68	2	1.68	2	1.68	
Lloydminster Ave.	Rossland Rd. to Formosa Ave.	0.26	0	0	0	0	2	0.52	2	0.52	
Mandrake St.	Harwood Ave. to Doric St.	0.44	2	0.88	2	0.88	2	0.88	2	0.88	
Meekings Dr.	All	0.77	2	1.54	2	1.54	2	1.54	2	1.54	
Middlecote Dr.	All	0.58	0	0	2	1.16	2	1.16	2	1.16	
Monarch Ave.	All	1.87	2	3.74	2	3.74	2	3.74	2	3.74	
Parkes Dr.	All	0.55	2	1.1	2	1.1	2	1.1	2	1.1	
Pearce Dr.	Rossland Rd. to Coughlen St.	0.45	2	0.9	2	0.9	2	0.9	2	0.9	
Ravenscroft Rd.	Taunton Rd. to Westney Rd.	4.09	2	8.18	2	8.18	2	8.18	2	8.18	
Ritchie Ave.	All	0.91	2	1.82	2	1.82	2	1.82	2	1.82	
Ringer Rd.	Harwood Ave. to Salem Rd.	0.67	0	0	2	1.35	2	1.35	2	1.35	
Rotherglen Rd. S	Kingston Rd. to Bramwell Dr.	0.44	2	0.88	2	0.88	2	0.88	2	0.88	
Rotherglen Rd. N	Ventris Dr. to Kingston Rd.	0.45	2	0.9	2	0.9	2	0.9	2	0.9	
Rushworth Dr.	All	1.1	0	0	2	2.2	2	2.2	2	2.2	
Seggar Ave.	All	1.12	2	2.24	2	2.24	2	2.24	2	2.24	
Strickland Dr.	All	0.64	2	1.28	2	1.28	2	1.28	2	1.28	
Stannardville Dr.	Rossland Rd. to Hurst Dr.	0.63	0	0	0	0	2	1.26	2	1.26	
Sullivan Dr.	All	1.03	2	2.06	2	2.06	2	2.06	2	2.06	
Telford St.	All	0.85	0	0	2	1.7	2	1.7	2	1.7	
Thackery Dr.	Williamson Dr. to Salem Rd.	0.55	0	0	2	1.1	2	1.1	2	1.1	
Turnerbury Ave.	Formosa Ave. to Barnfield Cres.	0.63	0	0	0	0	2	1.26	2	1.26	
Turnerbury Ave.	Barnfield Cres. to Kerrison Dr.	0.4	0	0	2	0.8	2	0.8	2	0.8	
Ventris Dr.	All	0.36	2	0.72	2	0.72	2	0.72	2	0.72	
Warner Dr.	All	0.42	0	0	2	0.84	2	0.84	2	0.84	
Woodcock Ave.	All	0.72	2	1.44	2	1.44	2	1.44	2	1.44	
All Collector Roads						70.36		86.61		93.75	95.83

⁶ Segment from Taunton Rd. to Williamson Dr. opened in 2010 (0.43km) remainder opened in 2012.



Town Road	Segment	Length	2001 lanes	2001 lane-km	2011 lanes	2011 lane-km	2021 lanes	2021 lane-km	2031 lanes	2031 lane-km
	Year			2001		2011		2021		2031
	Population			73,753		114,105		132,780		137,290
	Lane km of Type 'B' & 'C' Arterial Roads			92.40		130.16		134.56		156.08
	Lane km of Collector Roads			70.36		86.61		93.75		95.83
	Arterial Service Level (lane-km/1,000 pop)			1.25		1.14		1.01		1.14
	Collector Service Level (lane-km/1,000 pop)			0.95		0.76		0.71		0.70
	Total Service Level (lane-km/1,000 pop)			2.21		1.90		1.72		1.83
	10 year Average			-		2.05				

*2011 Population from Census Canada. 2021 and 2031 population and employment projections provided by Durham Region.

It is recognized that the horizon years used in the DC Study are different from the horizon years used in the ITMP; however the overall result of this analysis would not drastically change if the horizon years moved to 2023 and 2031 to match the ITMP scope. The proposed levels of service for these horizon years are still expected to be lower than the average level of service from 2001-2011 given that most new road improvements still fall within the same year-period brackets as the ones illustrated in this DC Report.

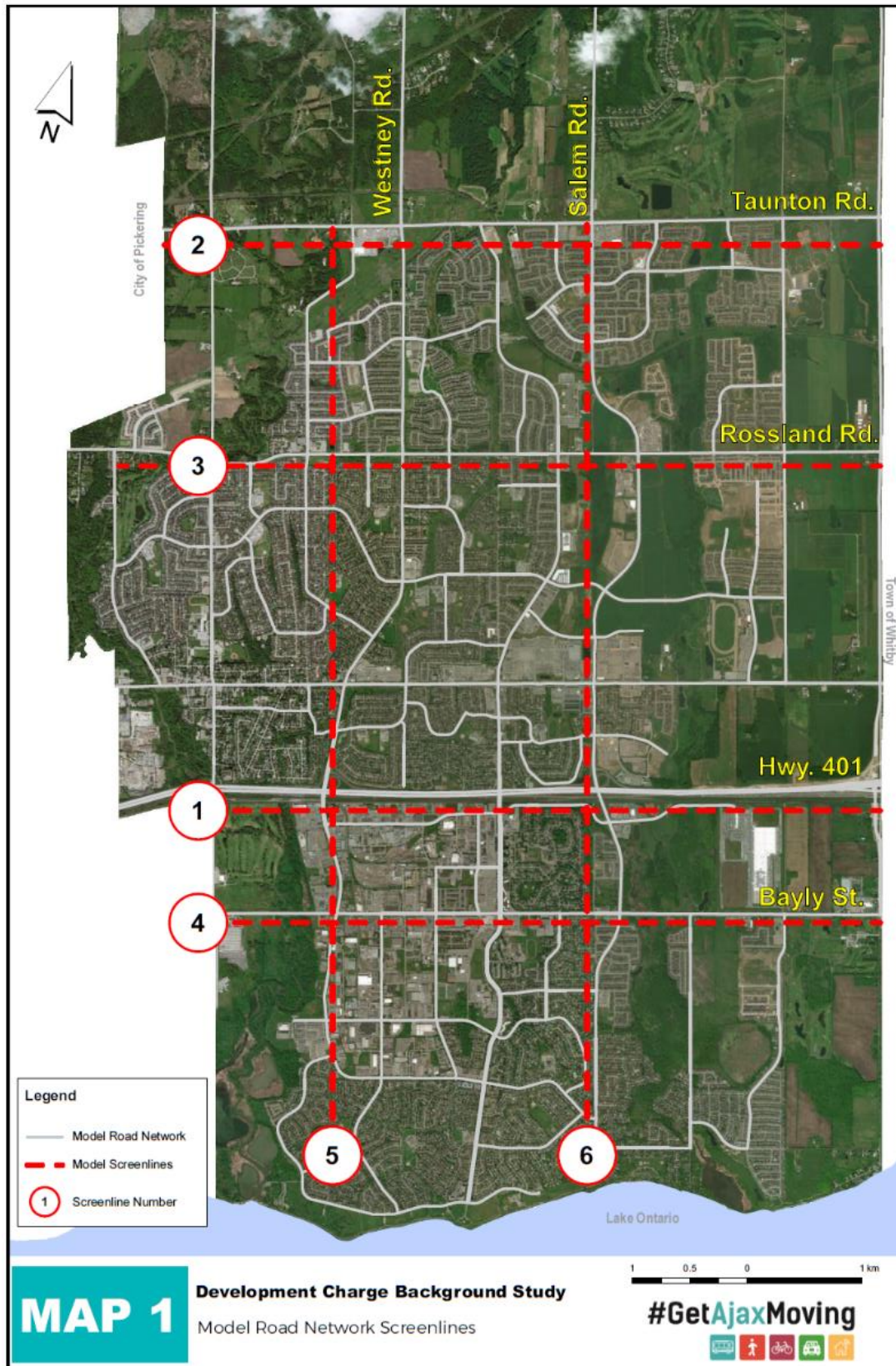
3.2 Quality

Volume to capacity is a traditional level-of-service measure for roadways, comparing roadway demand (vehicle volumes) with roadway supply or its carrying capacity. The quality of service has been determined by comparing volume to capacity (v/c) ratios from the 2011 Durham Region travel demand model and 2031 preferred alternative model. The horizon year 2031 was used as the future scope for the comparison since most new road projects are scheduled for a post 2021 period.

The model's network performance was analyzed by dividing the road network into a grid. The screenlines of this grid are depicted in **Map 1**. The results of this analysis can be observed in **Table 5**. The table also includes the average volume to capacity ratio for Town roads and all other roads within Ajax (including roadways owned by Durham Region and the Ministry of Transportation (MTO)).



Map 1: Road Model Network Screenlines



**Table 3: Screenline Analysis**

Screenline No.	Screenlines	Direction	2011 Model			2031 Preferred Alternative			% Dif.
			Volume	Capacity	v/c Ratio	Volume	Capacity	v/c Ratio	
1	South of Highway 401 (40)	NB / EB (41)	2,934	5,700	0.51	4,012	7,400	0.54	6%
		SB / WB (43)	5,310	5,700	0.93	6,468	7,400	0.87	-6%
2	South of Taunton Road (20)	NB / EB (21)	1,728	5,000	0.35	2,844	6,600	0.43	23%
		SB / WB (23)	1,382	5,000	0.28	3,322	6,600	0.50	79%
3	South of Rossland Road (30)	NB / EB (31)	1,901	7,150	0.27	3,132	9,550	0.33	22%
		SB / WB (33)	4,808	7,150	0.67	6,338	9,550	0.66	-1%
4	South of Bayly Street (10)	NB / EB (11)	3,072	7,750	0.40	3,170	7,750	0.41	2%
		SB / WB (13)	2,298	7,750	0.30	2,973	7,750	0.38	27%
5	West of Westney Road (50)	NB / EB (52)	7,077	17,100	0.41	11,810	18,200	0.65	59%
		SB / WB (54)	13,413	17,100	0.78	14,016	18,200	0.77	-1%
6	West of Salem Road (60)	NB / EB (62)	5,814	15,900	0.37	9,952	18,700	0.53	43%
		SB / WB (64)	11,899	15,900	0.75	13,885	18,700	0.74	-1%
Total		NB / EB	22,526	58,600	0.38	34,919	68,200	0.51	34%
		SB / WB	39,110	58,600	0.67	47,001	68,200	0.69	3%
		All Directions – screenlines only	61,636	117,200	0.53	81,920	136,400	0.60	13%
		Town Roads Only	93,739	331,200	0.28	117,873	356,100	0.33	18%
		All Roads within Ajax	321,873	759,500	0.42	415,474	862,014	0.48	14%

The analysis shows that the volumes at individual screenlines are expected to increase by 2031, with the v/c ratios increasing across the majority of the screenlines. The increase in v/c ratios indicates a reduction in the quality of service for vehicular traffic, however, none of these suggest the road network will reach its capacity by 2031 given that all screenline ratios oscillate between 0.33 - 0.87.

The overall average network performance of the 2031 scenario is estimated at 0.60, showing a 13% increase in comparison to the 2011 model.



3.3 Summary of Future Service Levels

The analysis confirms that the quantity of proposed new roads (lane-kilometres) per 1,000 inhabitants for the year 2031 will not exceed the average recorded between 2001 and 2011, meeting the Development Charges Act requirement. The quality of the proposed road network measured through volume-to-capacity is forecasted to be somewhat more congested than current levels, which also is in line with the Development Charges Act.

The Town of Ajax standard road construction standards have also remained consistent in terms of cross-sections and pavement design thickness over the past 15 years. While bike lanes have been added to the design of roads, the overall road width has remained unchanged. Road lane widths have been adjusted to accommodate bike lanes.

Overall, the future levels of service on Town roads will be similar to, albeit somewhat below, current service levels.

4.0 RECOMMENDED TRANSPORTATION IMPROVEMENTS

The Integrated Transportation Master Plan defines a comprehensive, fully integrated and sustainable transportation network to accommodate population and employment growth to the year 2031 and beyond. One of the main objectives of the ITMP is to integrate the active transportation master plan in order to promote mobility for all modes of transportation, improving existing and future transportation infrastructure.

Strategic road extensions and road widenings at select locations in the Town have been planned to promote a shift towards alternatives to the single-occupant automobile mode. The goal is to see the modal split for transit, cycling and walking steadily increase over the time frame covered by the ITMP.

The strategic road extensions and road widenings, other road improvements, as well as sidewalk, street-lighting and multi-use trails that are recommended as part of the ITMP are presented next.

4.1 Recommended Road Improvements

A list of recommended transportation improvements (road extensions and widenings) eligible for development charges was developed as part of the ITMP. The road improvements, including road name, recommended improvement and limits of the improvement, are shown in **Table 4**.

Table 4: Recommended Road Improvements

Road Name	To	From	Recommendation
Achilles Rd. Extension	Shoal Point Rd.	Audley Road	new 2-lane urban construction
Audley Rd. S	Kingston Rd.	Chambers Dr.	new 2-lane urban construction
Audley Rd. S Extension	Achilles Rd.	Cul-de-sac at Bayly Street	new 2-lane urban construction
Chambers Dr.	East bank of Carruthers Creek	Audley Rd.	new 2-lane urban construction



Road Name	To	From	Recommendation
Chambers Dr. Extension	Beck Cres.	East bank of Carruthers Creek	new 2-lane urban construction
Church St. Widening	Kingston Rd.	Delaney Dr.	new 2-lane urban construction
Church St. Widening	Delaney Dr.	Rossland Rd.	new 2-lane urban construction
Commercial Ave.	Hunt St.	Station St.	4-lane urban widening
Harwood Ave. Widening	Woodcock Ave.	Taunton Rd.	4-lane urban widening
Hunt St. Extension	Monarch Ave.	Westney Rd.	new 2-lane urban construction
Rossland Rd. Widening	Church St.	Westney Rd.	4-lane urban widening
Rossland Rd. Widening	Westney Rd.	Salem Rd.	4-lane urban widening
Rossland Rd. Widening	Salem Rd.	Lake Ridge Rd.	4-lane urban widening

4.2 Additional Road Improvements

In consultation with the Town, additional road improvements were included in the DC study to address growth-related traffic issues. These include new structures such as road reconstructions and stormpipes, which can be observed in **Table 5**.

Table 5: Additional Road Improvements

Road Name	To	From	Recommendation
Audley Rd. N (Structure over CPR)	Williamson Dr.	Rossland Rd.	Structure
Chambers Dr. Structure at Carruthers Creek	At Carruther’s Creek		Structure
Church St. Reconstruction (Construction only, design committed)	Rossland Rd.	Hydro Corridor	new 2-lane urban reconstruction
Church St. Structure at East Duffins Creek	Rossland Rd.	Hydro Corridor	Structure
Church St. Reconstruction	Hydro Corridor	Taunton Rd.	new 2-lane urban reconstruction
Hunt St. extension	At CN Rail Spur		Structure
Lake Ridge Rd. Reconstruction	Bayly St.	Ontoro Rd.	new 2-lane urban reconstruction
Range Rd. Reconstruction	Holie Dr.	Lake Ridge Rd.	2-lane rural reconstruction

4.3 Sidewalks, Street Lights, Multi-use Trails, and Bicycle Facilities

The Town of Ajax’s current practice is to collect Development Charges on behalf of the Region of Durham to provide street lights, sidewalks, and multi-use trails on Regional road widening projects that are required to service future growth. These projects, itemized in **Table 6**, generally are located in growth areas and support implementation of the Integrated Transportation Master Plan by completing the street for use by pedestrians and cyclists. Furthermore, bike lanes, cycle tracks and paved shoulders on Town roads which promote Complete Streets and connected network have also been identified in Table 6.

**Table 6: Sidewalks, Street-lighting, Multi-use Trails, and Bicycle Facilities**

Road Name	To	From	Recommendation
Sidewalks, Street-lighting and Signals			
Kingston Rd.	Wicks Dr.	Lakeridge Rd.	Street-lighting
Kingston Rd.	200M east of Westney Rd.	Superstore Plaza	Street-lighting
Pedestrian Crossing (PXO) Across Church St.	Church St. at Hydro Corridor		Signals
Lake Ridge Rd. (1 side only)	Kingston Rd.	Rosland Rd.	Street-lighting
Ravenscroft Rd. (east side)	Beverton Cres.	Taunton Rd.	Sidewalks
Rosland Rd./ Riverside Dr.	At intersection		Signals
Salem Rd.	Kerrison Dr.	South of Kerrison Dr.	Sidewalks
Westney Rd.	Taunton Rd.	Rosland Rd.	Street-lighting
Westney Rd.	Taunton Rd.	Rosland Rd.	Sidewalks
Multi-use Trails on Regional Roads and Town Roads			
Bayly St.	Harwood	Salem Rd.	Multi-use Trail
Bayly St.	Westney Rd.	Harwood Ave.	Multi-use Trail
Chambers Dr.	Salem Rd.	Current terminus of Chambers	Multi-use Trail
Kingston Rd.	Ajax/Pickering Boundary	150m East of Boundary	Multi-use Trail
Kingston Rd.	Rotherglen Rd.	Westney Rd.	Multi-use Trail
Kingston Rd.	Salem Rd.	Lake Ridge Rd.	Multi-use Trail
Lake Ridge Rd. (1 side only)	Bayly St.	Kingston Rd.	Multi-use Trail
Ravenscroft MUT	Beverton Cres.	Paulynn Park	Multi-use Trail
Ravenscroft MUT	Paulynn Park	Taunton Rd.	Multi-use Trail
Salem Rd.	Kingston Rd.	Ringer Rd.	Multi-use Trail
Salem Rd.	Kerrison Dr.	Rosland Rd.	Multi-use Trail
Salem Rd.	Chambers Dr.	Kingston Rd.	Multi-use Trail
Salem Rd.	CPR Bridge	Taunton Rd.	Multi-use Trail
Salem Rd.	Achilles Rd.	Chambers Dr.	Multi-use Trail
Taunton Rd.	Audley Rd.	Lake Ridge Rd.	Multi-use Trail
Westney Rd.	Taunton Rd.	Rosland Rd.	Multi-use Trail
Westney Rd.	Kingston Rd.	Delaney Dr.	Multi-use Trail
Westney Rd.	Delaney Dr.	North of Delaney Dr.	Multi-use Trail
Westney Rd.	401 WB Off-Ramp	Bayly St.	Multi-use Trail
Off-road Trails			
Carruthers Trail	Bayly St.	Achilles Rd.	Off-Road Trail
Carruthers Trail	Greenhalf Dr.	Marjoram Dr.	Off-Road Trail
Carruthers Trail	Mayor Cres.	Shoal Point Rd.	Off-Road Trail
Church St. Trail	Ajax/Pickering Boundary	Taunton Rd.	Off-Road Trail
Duffins Trail (HEPC)	Church St.	Paulynn Park	Off-Road Trail
Duffins Trail (HEPC)	Paulynn Park	Ravenscroft Rd.	Off-Road Trail
Lion's Clubhouse Trails Connection	At Lion's Clubhouse		Off-Road Trail
Porte Rd. Trail - (Design 2017, Construction 2018)	Achilles Rd.	Bayly St.	Off-Road Trail
Bike Lanes, Cycle Tracks, Paved Shoulders			
Audley Rd. S	Bayly St.	Ashbury Ave.	Bike Lanes
Formosa Ave.	Lloyd Minster Ave.	Turnerberry Ave.	Bike Lanes



Road Name	To	From	Recommendation
Harwood Ave. (West Side)	Bayly St.	Falby Crt.	Bike Lanes
Harwood Ave. (East Side)	Bayly St.	Falby Crt.	Cycle Track
Harwood Ave.	Falby Crt.	Westney Rd.	Buffered Bike Lanes
Harwood Ave.	Kingston Rd.	Station St.	Cycle Track
Harwood Ave.	Station St.	Bayly St.	Cycle Track
Hunt St.	Harwood Ave.	Monarch Ave.	Cycle Track
Hurst Dr.	Stannardville Dr.	Church St	Bike Lanes
Lloyd Minster Ave.	Rossland Rd.	Formosa Ave	Bike Lanes
Mills Rd.	Station St.	Hunt St.	Bike Lanes
Old Kingston Rd.	Windsor Dr.	Elizabeth St.	Bike Lanes
Riverside Dr.	Rossland Rd.	Delaney Dr.	Bike Lanes
Rushworth Dr.	Rossland Rd.	Audley Rd.	Bike Lanes
Salem Rd.	Buggey Ln.	Concession Rd. 5	Paved Shoulders
Shoal Point Rd.	Bayly St.	Lakeview Blvd.	Bike Lanes
Stannardville Dr.	Bayly St.	Hurst Dr.	Bike Lanes
Telford St.	Ravenscroft Rd.	Westney Rd.	Bike Lanes
Turnerberry Ave.	Formosa Ave.	Kerrison Dr.	Bike Lanes
Windsor Dr.	Sherwood Rd.	Old Kingston Rd.	Bike Lanes
Woodcock Ave	Harwood Ave.	Rossland Rd.	Bike Lanes

Appendix F – Proposed D.C. By-law

THE CORPORATION OF THE TOWN OF AJAX

BY-LAW NO. XX-2018

BEING A BY-LAW OF THE TOWN OF AJAX WITH RESPECT TO DEVELOPMENT CHARGES.

WHEREAS section 2(1) of the *Development Charges Act, 1997* (hereinafter called “the Act”) enables the Council of a municipality to pass by-laws for the imposition of development charges against land located in the municipality for increased capital costs required because of the increased need for services arising from development in the area to which the by-law applies;

AND WHEREAS the Council of The Corporation of the Town of Ajax has made “The Town of Ajax Development Charge Background Study,” dated May 7, 2018, prepared by Watson & Associates Economists Ltd., available to the public at least two weeks prior to the public meeting and has given Notice in accordance with section 12 of the Act of its intention to pass a by-law under section 2 thereof and has heard all persons who applied to be heard whether in objection thereto or in support thereof;

AND WHEREAS the Council in adopting the Development Charge Background Study on July 9, 2018, directed that development charges be imposed on land under development or redevelopment within the geographical limits of the municipality as hereinafter provided.

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF AJAX enacts as follows:

1. In this by-law,

DEFINITIONS

- (a) “Act” means the *Development Charges Act, 1997, S.O. 1997, c. 27, as amended*;
- (b) “agricultural operations” means general farming and shall include such uses as breeding and rearing of livestock, including poultry, fowl and fur-bearing animals, the general cultivation of land and associated production, conditioning, processing and storing of field crops, fruits, vegetables and horticultural crops and the selling of such produce on the premises. For the purposes of this by-law, “agricultural operations shall exclude retail sales and commercial activities, including but not limited to restaurants, banquet facilities, hospitality and accommodation facilities, gift shops, services related to grooming, boarding, or breeding of household pets, and marijuana and alcohol processing or production facilities;
- (c) “air supported structure” means a structure consisting of a pliable membrane that achieves and maintains its shape and is supported by internal air pressure;
- (d) “apartment dwelling” means a dwelling consisting of four or more dwelling units, which units have a common entrance from street level and common halls and /or stairs, elevators and yards;
- (e) “bedroom” means any room used or designed or intended for use as sleeping quarters including but not limited to, a den, a study, a family room or other similar use;

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- (f) “commercial” means any non-residential use not defined as “industrial” in this by-law;
 - (g) “Council” means the council of the Town;
 - (h) “detached dwelling” means a dwelling containing only a dwelling unit or a dwelling unit and an accessory apartment
 - (i) “development” includes redevelopment;
 - (j) “development charge” means a charge imposed pursuant to this by-law adjusted in accordance with Section 13;
 - (k) “dwelling unit” means a room or group of rooms in a dwelling used or intended to be used as a single independent and separate housekeeping unit containing a kitchen and sanitary facilities, and has a private entrance from outside the dwelling or from a common hallway or stairway inside the dwelling. For the purpose of this by-law, a unit in a retirement residence that may be occupied by a person or persons as his or her residence shall be deemed to be a dwelling unit;
 - (l) “farm building” means a building or structure used, or designed or intended for use in connection with a bona fide agricultural operation and includes barns, silos and similar structures but excludes a building or structure used or designed or intended for use for residential or commercial uses;
 - (m) “garden suite dwelling” means a one-unit detached residential structure containing bathroom and kitchen facilities that is ancillary to an existing residential structure and is used for a limited period of time;
 - (n) “grade” means the average level of finished ground adjoining a building at all exterior walls;
 - (o) “gross floor area” means the total floor area, measured between the outside of exterior walls or pliable membrane in the case of an air supported structure, or between the outside of exterior walls and the centre line of party walls dividing the building from another building, of all floors, whether above or below grade;
 - (p) “hospice” means a non-residential building or the non-residential space in a mixed-use building providing not for profit palliative care to the terminally ill;
 - (q) “hospital” means land, buildings or structures used, or designed or intended for use as defined in the Public Hospitals Act, R.S.O. 1990, c. P.40, as amended;
 - (r) “industrial” means any building used for or in connection with,
 - (i) manufacturing, producing, processing, storing or distributing something and includes a greenhouse;
 - (ii) research or development in connection with manufacturing, producing or processing something;

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- (iii) retail sales by a manufacturer, producer or processor of something manufactured, produced or processed, if the retail sales are at the site where the manufacturing, production or processing takes place; and,
 - (iv) office for administrative purposes, if carried out with respect to manufacturing, processing, producing, storage or distribution and in or attached to the building or structure used for that manufacturing, producing, processing, storage or distribution;
 - (s) “non-residential use” means land, buildings or structures or portions thereof used, or designed or intended for a use other than a residential use;
 - (t) “nursing home” means a nursing home owned by an organized body for a profit purpose where the use is carried on without profit or gain, the body is registered as a charitable organization and is licensed or approved under a special or general Act but does not include any part of a nursing home containing a dwelling unit.
 - (u) “office” means a building or part thereof, intended or used for the practice of a profession, conduct of a business or public administration;
 - (v) “other dwelling” means any residential dwelling which is not a detached dwelling, a semi-detached dwelling, or an apartment dwelling;
 - (w) “parking structure” means any part of a building or structure used exclusively for purposes of parking motor vehicles, excluding parking spaces for display, inventory of motor vehicles for sale or lease, and parking spaces associated with the servicing of motor vehicles;
 - (x) “personal service” means premises or a shop where professional or personal services are provided for gain and where the sale of retail goods, wares, merchandise, articles or things is only accessory to the provision of such services;
 - (y) “place of worship” means that part of a building or structure used for worship and that is exempt from taxation as a place of worship under the Assessment Act, R.S.O. 1990, c. A.31, as amended;
 - (z) “residential care facility” means a publicly or privately funded residential facility having 6 or more beds, not greater than 37 beds, in which *persons* with physical disabilities, *persons* who are developmentally delayed, *persons* with psychiatric disabilities, and/or pensioners are provided care and lodging.
 - (aa) “retirement residence” means a residential building or the residential portion of a mixed-use building which provides accommodation for persons of retirement age, where common facilities for the preparation and consumption of food are provided for the residents of the building, and where each unit or living accommodation has separate sanitary facilities, less than full culinary facilities and a separate entrance from a common hall;
 - (bb) “retirement residence dwelling unit” means a unit within a retirement residence
 - (cc) “residential use” means land or buildings or structures or part thereof of any kind whatsoever used, designed or intended to be used as a residence for one or more

individuals including a retirement residence but does not include a hotel or motel, a nursing home or a residential care facility;

- (dd) “retail” means a building or part thereof, not otherwise defined in this by-law, in which goods, wares, merchandise, substances, articles or things are offered or kept for sale at retail directly to the public;
- (ee) “semi-detached dwelling” means the whole of a dwelling divided vertically both above grade and below grade into two separate dwelling units;
- (ff) “Town” means The Corporation of the Town of Ajax.

2. SCHEDULE OF DEVELOPMENT CHARGES

- (1) Subject to the provisions of this by-law, development charges against land shall be calculated and collected in accordance with the base rates set out in Schedule B, which relate to the services set out in Schedule A.
- (2) The development charge with respect to the use of any land, buildings or structures shall be calculated as follows:
 - (a) in the case of residential development, or the residential portion of a mixed-use development, based upon the number and type of dwelling units, in accordance with Schedule B;
 - (b) in the case of non-residential development, or the non-residential portion and 50% of common areas of a mixed-use development, based upon the number of square feet of gross floor area of such development, in accordance with Schedule B; and
 - (c) in the case of the development of residential garden suite dwellings, the development charge shall be calculated based on the charge for residential bachelor and one-bedroom apartment dwellings, subject to changes in the regulation pursuant to the Promoting Affordable Housing Act, 2016.
 - (d) Notwithstanding 2(2)(c), the owner would be required to enter into an agreement with the Town to pay the difference between the development charges paid and the rate for single and semi detached dwelling units at the time of severance, if the property is severed within 10 years of building permit issuance for the additional dwelling unit
- (3) Council hereby determines that the development of land, buildings or structures for residential and non-residential uses have required or will require the provision, enlargement, expansion, or improvement of the services referenced in Schedule A.
- (4) This by-law does not provide for the phasing in of the base rates in Schedule B beyond the provision that complete building permit applications received prior to July 16, 2018 and issued by August 31, 2018, will be subject to the development charge rate in effect as of July 15, 2018. A complete building permit application means that the submission meets the requirements as set out in Division C, Sentence 1.3.1.3.(5) of the *Ontario Building Code*, and notwithstanding

subsection 9.(1), includes the payment of the applicable Town of Ajax development charge”

3. APPLICABLE LANDS

- (1) Subject to subsections (2), (3), (4) and (7), this by-law applies to all lands in the Town, whether or not the land or use is exempt from taxation under Section 3 of the *Assessment Act*, 1990, c.A..31.
- (2) This by-law shall not apply to land that is:
 - (a) owned by and used for purposes of:
 - (i) a board as defined in subsection 1(1) of the *Education Act*;
 - (ii) the Town, or any local board thereof;
 - (iii) The Regional Municipality of Durham, or any local board thereof; or
 - (b) used for the purposes of:
 - (i) the development of a farm building used for bona fide agricultural operations;
 - (ii) a place of worship; or
 - (iii) a hospital.
- (3) This by-law shall not apply to:
 - (a) a temporary use permitted under a zoning by-law amendment enacted under section 39 of the *Planning Act*;
 - (b) temporary erection of a building without foundation as defined in the *Building Code Act* for a period not exceeding six (6) consecutive months and not more than six (6) months in any one calendar year on a site;
 - (c) parking structures.;
 - (d) development where, by comparison with the land at any time within five years previous to the imposition of the charge:
 - (i) no additional dwelling units are being created;
 - (ii) no additional non-residential gross floor area is being added;
 - (e) development of the type referenced in Schedule “C,” to the extent of the exemption noted, where such development is located within the Downtown Community Improvement Project Area, as defined in Schedule “E” and as may be amended from time to time.
 - (f) development of the type referenced in Schedule “D”, to the extent of the exemption noted, where such development is located within the Pickering Village Community Improvement Project Area, as defined in Schedule “F”

and as may be amended from time to time and subject to the approval of a Community Improvement Project Area for the Pickering Village Community Project Area.

- (g) one (1) additional dwelling unit that is located within an existing accessory building or structure provided that:
 - (i) there is no secondary dwelling unit in the existing residential building ; and
 - (ii) the accessory building or structure must be located on a residential lot containing a single detached, semi-detached, or townhouse dwelling.
 - (iii) Notwithstanding (i) and (ii), the owner would be required to enter into an agreement with the Town to pay development charges at the single and semi detached dwelling rate if the property is severed within 10 years of building permit issuance for the additional dwelling unit.
 - (iv) Notwithstanding (i), (ii), and (iii), development charges shall be imposed at the time of building permit issuance if the additional dwelling unit has a gross floor area greater than the gross floor area of the existing dwelling unit.
- (4) Section 2 of this by-law shall not apply to that category of exempt development described in s.s.2(3) of the *Act*, namely:
 - (a) the enlargement of an existing dwelling unit or the creation of one or two additional dwelling units in an existing single detached dwelling; or
 - (b) the creation of one additional dwelling unit in any other existing residential building already containing at least one dwelling unit.
- (5) Notwithstanding subsection (4)(a), development charges shall be calculated and collected in accordance with Schedule B where the total residential gross floor area of the additional one or two dwelling units is greater than the total gross floor area of the existing dwelling unit.
- (6) Notwithstanding subsection (4)(b), development charges shall be calculated and collected in accordance with Schedule B, where the additional dwelling unit has a residential gross floor area greater than,
 - (a) in the case of a semi-detached dwelling unit, the gross floor area of the existing smallest dwelling unit, and
 - (b) in the case of any other residential building, the residential gross floor area of the smallest dwelling unit contained in the residential building.
- (7) Section 2 of this by-law shall not apply to that category of exempt development described in s.4 of the *Act*, and s.1 of O.Reg. 82/98, namely:
 - (a) the enlargement of the gross floor area of an existing industrial building, if the gross floor area is enlarged by 50 percent (50%) or less;

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- (b) for the purpose of (a), the term “gross floor area” shall have the same meaning as those terms have in O.Reg. 82/98 under the Act;
 - (c) notwithstanding subsection (a), if the gross floor area is enlarged by more than 50 percent (50%), development charges shall be payable and collected and the amount payable shall be calculated in accordance with s.4(3) of the Act.
 - (d) that for greater certainty in applying the exemption in this section, the gross floor area or an existing industrial building is enlarged where there is a bona fide increase in the size of the existing industrial building, the enlarged area is attached to the existing industrial building, there is a direct means of ingress and egress from the existing industrial building to and from the enlarged areas for persons, goods, and equipment, and the existing industrial building and the enlarged area are used for or in connection with an industrial purpose as set out in subsection 1(r) of this by-law. Without limiting the generality of the foregoing, the exemption in this section shall not apply where the enlarged area is attached to the existing industrial building by means only of a tunnel, bridge, canopy, corridor, or other passage-way, or through a shared below-grade connection such as a service tunnel, foundation, footing, or a parking facility;
 - (e) notwithstanding subsection (d), where, at the sole discretion of the Town, there is a physical or planning constraint preventing an enlargement of an existing industrial building from meeting the requirements described in subsection (d), the Town may provide for an exemption to be granted pursuant to this section of the By-law.
 - (e) in particular, for the purposes of applying this exemption, the industrial building is considered existing if is built, occupied, and assessed for property taxation at the time of the application respecting the enlargement;
 - (f) the exemption of an existing industrial building provided by this section shall be applied to a maximum of fifty percent (50%) of the gross floor area that existing on the date of passage of this By-law.
- (8) That where a conflict exists between the provisions of this by-law and any other agreement between the Town and the owner, with respect to land to be charged under this by-law, the provisions of such agreement prevail to the extent of the conflict.

4. APPLICATION OF CHARGES

- (1) Subject to subsection (2), development charges shall apply to, and shall be calculated, paid and collected in accordance with the provisions of this by-law in respect of land to be developed for residential and non-residential uses within the geographical limits of the Town, where,
- (a) the development requires,
 - (i) the passing of a zoning by-law or an amendment thereto under Section 34 of the *Planning Act*, R.S.O. 1990, cP.13, as amended (the “*Planning Act*”);
 - (ii) the approval of a minor variance under Section 45 of the *Planning Act*;

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- (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*, 1998 S.O. c. 19, as amended; or
 - (vii) the issuing of the first permit under the *Building Code Act*, 1992 S.O. c. 23, as amended, in relation to a building or structure.
- (2) Subsection (1) shall not apply in respect of local services as described in s.s.59(2) (a) and (b) of the Act;
 - (3) The development charges imposed on a retirement residence dwelling unit under section 2 shall be payable at the rate applicable to an apartment dwelling unit smaller than 2 bedrooms.

5. LOCAL SERVICE INSTALLATION

Nothing in this by-law prevents Council from requiring, as a condition of any approval under s. 41, 51 or 53 of the *Planning Act*., that the owner, at his or her own expense, shall install or pay for such local services, as Council may require, or that the owner pay for the local connection to a water, sanitary sewer or storm drainage facility related to the approval or within the area to which the approval relates.

6. MULTIPLE CHARGES

- (1) Where two or more of the actions described in Section 4(1) of this by-law are required before land to which a development charge applies can be developed, only one development charge shall be calculated, paid and collected in accordance with the provisions of this by-law.
- (2) Notwithstanding subsection (1), if two or more of the actions described in Section 4(1) of this by-law occur at different times, and if the subsequent action has the effect of increasing the need for municipal services as set out in Schedule A, an additional development charge shall be calculated and collected in accordance with the provisions of this by-law.
- (3) If a development does not require a building permit but does require one or more of the actions described in Subsection 4(1) of this by-law, then the development charge shall nonetheless be payable in respect of any increased or additional development permitted by such action.

7. SERVICES IN LIEU

Council may authorize an owner, through an agreement under s.38 of the Act, to substitute such part of the development charge applicable to the owner's development as may be specified in the agreement, by the provision at the sole expense of the owner, of services

in lieu. Such agreement shall further specify that where the owner provides services in lieu in accordance with the agreement, Council shall give to the owner a credit, without interest, against the development charge in accordance with the agreement provisions and the provisions of s.39 of the Act, equal to the reasonable cost to the owner of providing the services in lieu, as determined by the Town. In no case shall the agreement provide for a credit which exceeds the total development charge payable by an owner to the Town in respect of the development to which the agreement relates.

8. DEVELOPMENT CHARGE REDEVELOPMENT CREDITS

- (1) An owner who has obtained a demolition permit and demolished existing dwelling units or a non-residential building or structure in accordance with the provisions of the *Building Code Act* shall not be subject to the development charge with respect to the development being replaced, provided that the building permit for the replacement residential units or non-residential building or structure is issued not more than 5 years after the date of issuance of the demolition permit and provided that any dwelling units or non-residential floor area created in excess of what was demolished shall be subject to the development charge imposed under section 2.
- (2) Where residential space is being converted to non-residential space or being demolished and replaced by non-residential space, a credit shall be allowed equivalent to the number of dwelling units demolished/converted multiplied by the applicable residential development charge in place at the time the development charge is payable;
- (3) Where non-residential space is being converted to residential space or demolished and replaced by residential space, a credit shall be allowed equivalent to the gross floor area of the non-residential portion of the building multiplied by the applicable non-residential development charge in place at the time the development charge is payable;
- (4) No redevelopment credit shall be made in excess of the development charge payable for a redevelopment.
- (5) Notwithstanding subsections (1), (2), and (3) above, no credit shall be allowed if the development being replaced or converted would be exempt from development charges pursuant to this by-law. Development of the type referenced in Schedule "C" and Schedule "D" shall be eligible for a development charge credit pursuant to this section if there was no development charge exemption included in the development agreement for the development for which the application for redevelopment is related.

9. TIMING OF CALCULATION AND PAYMENT

- (1) 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 Act, on the date that the first building permit is issued in relation to a building or structure on land to which a development charge applies.
- (2) Where development charges apply to land in relation to which a building permit is required, the building permit shall not be issued until the development charge has been paid in full to the Town.
- (3) Notwithstanding subsections (1) and (2), an owner and the Town of Ajax may enter into an agreement to provide for the payment in full of a development charge before building permit issuance or later than the issuing of a building permit.

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- (4) If a development does not require a building permit, the development charge shall be calculated and paid in full at the rate in effect at the time the approval is granted as a condition of the earliest of any of the approvals required for the development and enumerated in Section 4 of this by-law.

10. BY-LAW REGISTRATION

This By-law or a certified copy of this by-law may be registered against the title to any land to which this by-law applies.

11. RESERVE FUNDS

- (1) Monies received from payment of development charges shall be maintained in a separate reserve fund for each service designated in Schedule "A," plus interest earned thereon.
- (2) Monies received for the payment of development charges shall be used only in accordance with the provisions of s.35 of the Act.
- (3) Where any development charge, or part thereof, remains unpaid after the due date, the amount unpaid shall be added to the tax roll and shall be collected as taxes.
- (4) Where any unpaid development charges are collected as taxes under subsection (3), the monies so collected shall be credited to the development charge reserve fund or funds referred to in subsection (1).
- (5) The Treasurer of the Town shall, commencing in 2019 for the 2018 year, furnish to Council a statement in respect of the reserve funds established hereunder for the prior year, containing the information set out in Sections 12 and 13 of O.Reg. 82/98, or any amending regulation.

12. BY-LAW AMENDMENT OR REPEAL

- (1) Where this by-law or any development charge prescribed thereunder is amended or repealed by order of the Local Planning Appeal Tribunal or by resolution of the Council, the Town Treasurer shall calculate forthwith the amount of any overpayment to be refunded as a result of said amendment or repeal.
- (2) Refunds that are required to be paid under subsection (1) shall be paid to the registered owner of the land on the date on which the refund is paid.
- (3) Refunds that are required to be paid under subsection (1) shall be paid with interest to be calculated as follows:
 - (a) interest shall be calculated from the date on which the overpayment was collected to the day on which the refund is paid;
 - (b) interest shall be paid at the Bank of Canada rate in effect on the date of enactment of this by-law.

13. DEVELOPMENT CHARGE SCHEDULE INDEXING

The development charges referred to in Schedule “B” shall be adjusted annually, without amendment to this by-law, commencing on July 1, 2019, and annually thereafter on July 1, while this by-law is in force, in accordance with the most recent twelve-month change in the Statistics Canada Quarterly, “Construction Price Statistics”.

14. BY-LAW ADMINISTRATION

This by-law shall be administered by the Finance Department and the Planning and Development Services Department.

15. SCHEDULES TO THE BY-LAW

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

Schedule A - Designated Municipal Services Under this By-law

Schedule B - Schedule of Development Charges

Schedule C – Exemption Schedule re s.s.3(3)(f)

Schedule D – Exemption Schedule re s.s.3(3)(g)

Schedule E – Downtown Community Improvement Project Area

Schedule F – (proposed) Pickering Village Community Improvement Project Area

16. DATE BY-LAW EFFECTIVE

This by-law shall come into force and effect on July 16, 2018.

17. EXISTING DEVELOPMENT CHARGE BY-LAW REPEAL

By-law 81-2013 as amended, is repealed, effective the date that this by-law comes into force and effect.

18. SEVERABILITY

If, for any reason, any provision, section, subsection or paragraph of this by-law is held to be invalid, it is hereby declared to be the intention of Council that all of the remainder of this by-law shall continue in full force and effect until repealed, re-enacted or amended, in whole or in part or dealt with in any other way.

19. SHORT TITLE

This by-law may be cited as the “Ajax Development Charge By-law #xx-2018.”

20. NON-BINDING NATURE

Nothing in this by-law or Council’s approval of a capital forecast shall be construed so as to commit or require the Town or its Council to authorize or proceed with any specific capital project at any specific time.

READ a first and second time this
Ninth day of July, 2018

READ a third time and passed this
Ninth day of July, 2018

Mayor

D-Clerk

SCHEDULE “A”
(To Development Charges By-law XX-2018)
DESIGNATED MUNICIPAL SERVICES UNDER THIS BY-LAW

1. Administration, including development-related capital growth studies;
2. Fire, including stations, vehicles and equipment;
3. Transportation, including roads, structures, sidewalks, streetlights, traffic signals, multi-use trails and operations facilities, vehicles and equipment providing services related to a Highway;
4. Parks and Recreation, including parkland, recreational trail development, recreation facilities, and operations facilities, vehicles and equipment items related thereto;
5. Library, including furniture, shelving, equipment and items related thereto and including materials acquired for circulation, reference or information purposes by a library board.

SCHEDULE "B"
SCHEDULE OF DEVELOPMENT CHARGES
(To Development Charges By-law XX-2018)

Service	RESIDENTIAL				NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Other Multiples	(per ft ² of Gross Floor Area)
Municipal Wide Services:					
Transportation Services	16,511	7,943	4,992	13,038	6.05
Fire Services	474	228	143	374	0.16
Parks and Recreation Services	6,413	3,085	1,939	5,064	0.11
Library Services	1,302	626	394	1,028	0.02
Administration Services	389	187	118	307	0.13
Total Municipal Wide Services	25,089	12,069	7,586	19,811	6.47

SCHEDULE “C”
(To Development Charges By-law XX-2018)

**EXEMPTION SCHEDULE RE S.S.3(3)(f) PERTAINING TO FULLY OR PARTIALLY EXEMPT
DEVELOPMENT USES WITHIN THE DOWNTOWN COMMUNITY IMPROVEMENT PROJECT
AREA, AS DEFINED IN SCHEDULE “E”**

1. FULL DEVELOPMENT CHARGE EXEMPTION APPLIES TO:
 - 1.1 office development consisting of two or more storeys of office uses in a building or hotels of at least six storeys
 - 1.2 Commercial development provided that:
 - (i) the retail/personal service component is located in a non-residential mixed-use building having two or more storeys of office, and the Gross Floor Area of the retail/personal service component does not exceed that of the office component, or,
 - (ii) the commercial development is located in residential mixed-use building 6 storeys in height or greater, and the Gross Floor Area of the commercial uses does not exceed an amount equal to 30% of the total residential Gross Floor area.
 - 1.3 Residential development equal to or greater than 90 units per net hectare, calculated on a block-by-block basis.
2. 75% RESIDENTIAL DEVELOPMENT CHARGE EXEMPTION APPLIES TO:
 - 2.1 Residential development equal to or greater than 25 units per net hectare, but less than 90 units per net hectare, calculated on a block-by-block basis, for those dwelling units for which underground parking is provided in a common area or areas.
3. 50% RESIDENTIAL DEVELOPMENT CHARGE EXEMPTION APPLIES TO:
 - 3.1 Residential development equal to or greater than 25 units per net hectare, but less than 90 units per net hectare, calculated on a block-by-block basis, for those dwelling units for which surface parking is provided.

SCHEDULE “D”
(To Development Charges By-law xx-2018)

**EXEMPTION SCHEDULE RE S.S.3(3)(g) PERTAINING TO FULLY OR PARTIALLY EXEMPT
DEVELOPMENT WITHIN THE PICKERING VILLAGE COMMUNITY IMPROVEMENT
PROJECT AREA, AS DEFINED IN SCHEDULE “F”**

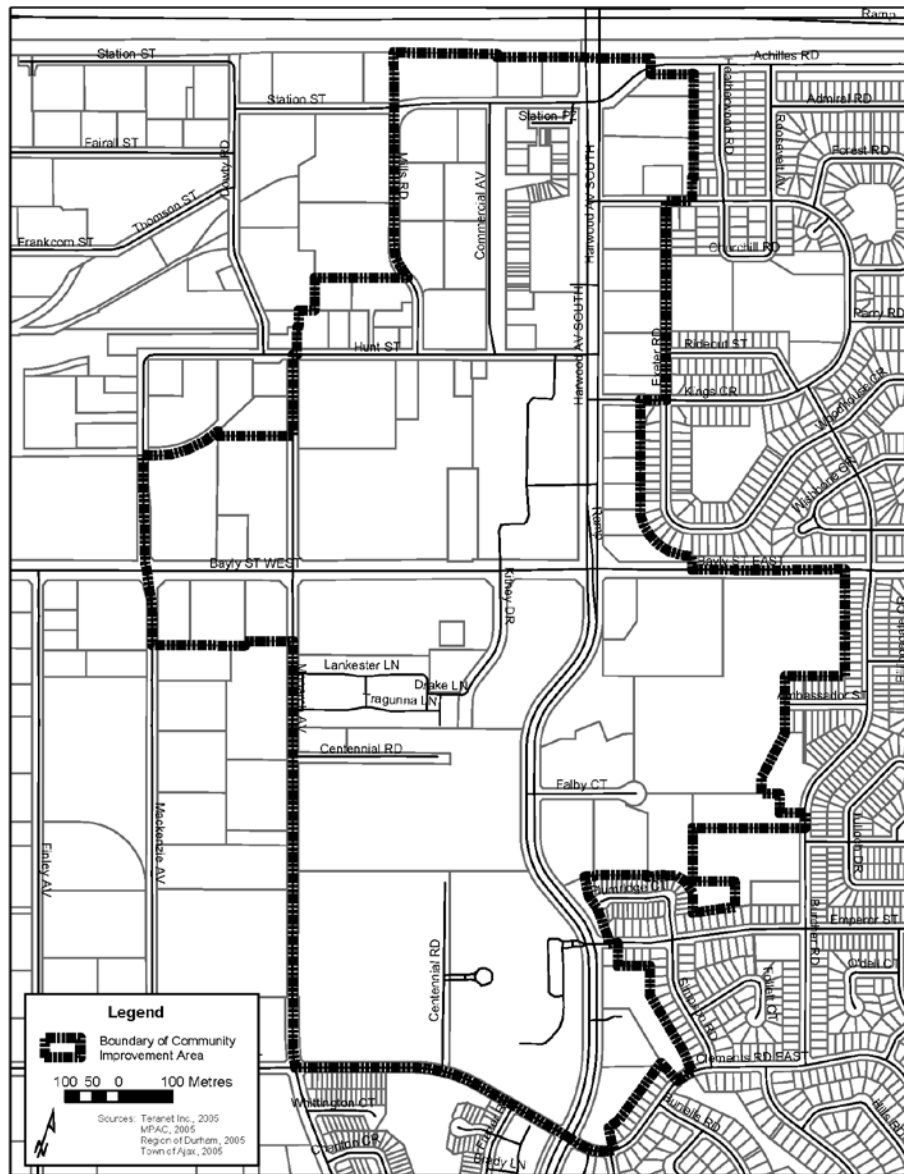
Program Funding

1. 50% EXEMPTION OF DEVELOPMENT CHARGES FOR ALL ELIGIBLE COMMERCIAL/
RESIDENTIAL OR COMMERCIAL/OFFICE MULTI-STOREY DEVELOPMENT PROVIDED
THAT:
 - 1.1 The new residential/commercial or commercial/office development consists of two or more
storeys with the ground floor only comprised of any of the following uses: retail stores,
restaurants, art gallery, place of entertainment, museum, convenience store, financial
institution (bank only) as defined in Zoning By-law 95-2003.
2. 50% EXEMPTION OF DEVELOPMENT CHARGES FOR ALL DEVELOPMENT PROVIDED
THAT:
 - 2.1 The development provides a minimum of 60% of required on-site parking as underground
parking and/or above ground deck parking that is appropriately designed to fit in with the
proposed development and existing streetscape at the discretion of the Town.
3. PROJECTS WHICH SATISFY BOTH SECTION 1.1 AND 2.1 ABOVE WILL BE ELIGIBLE
FOR A FULL EXEMPTION OF THE TOWN OF AJAX DEVELOPMENT CHARGES.

SCHEDULE "E"
(To Development Charges By-law xx-2018)

**AREA BOUNDARIES FOR THE TOWN OF AJAX
DOWNTOWN COMMUNITY IMPROVEMENT PROJECT AREA**

Schedule 'A' of By-law 43-2005

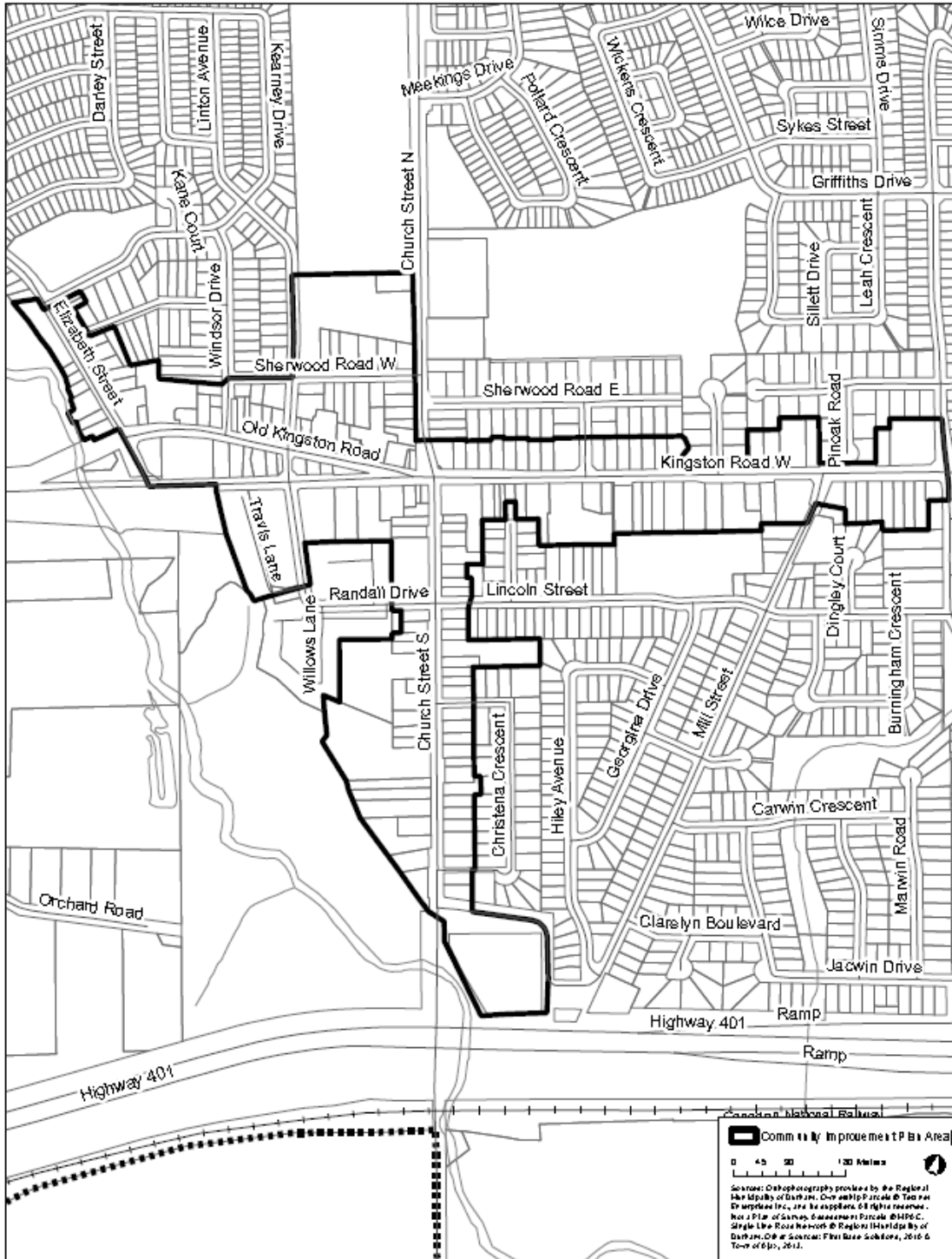


**This plan may be amended from time to time without the need to amend this
Schedule "E".**

SCHEDULE "F"

(To Development Charges By-law XX-2018)

AREA BOUNDARIES FOR THE TOWN OF AJAX (Proposed) PICKERING VILLAGE COMMUNITY IMPROVEMENT PROJECT AREA



This plan may be amended from time to time without the need to amend this Schedule "F".