



# Development Charges Background Study

Town of Grimsby

December 21, 2020

Watson & Associates Economists Ltd.  
905-272-3600  
[info@watsonecon.ca](mailto:info@watsonecon.ca)

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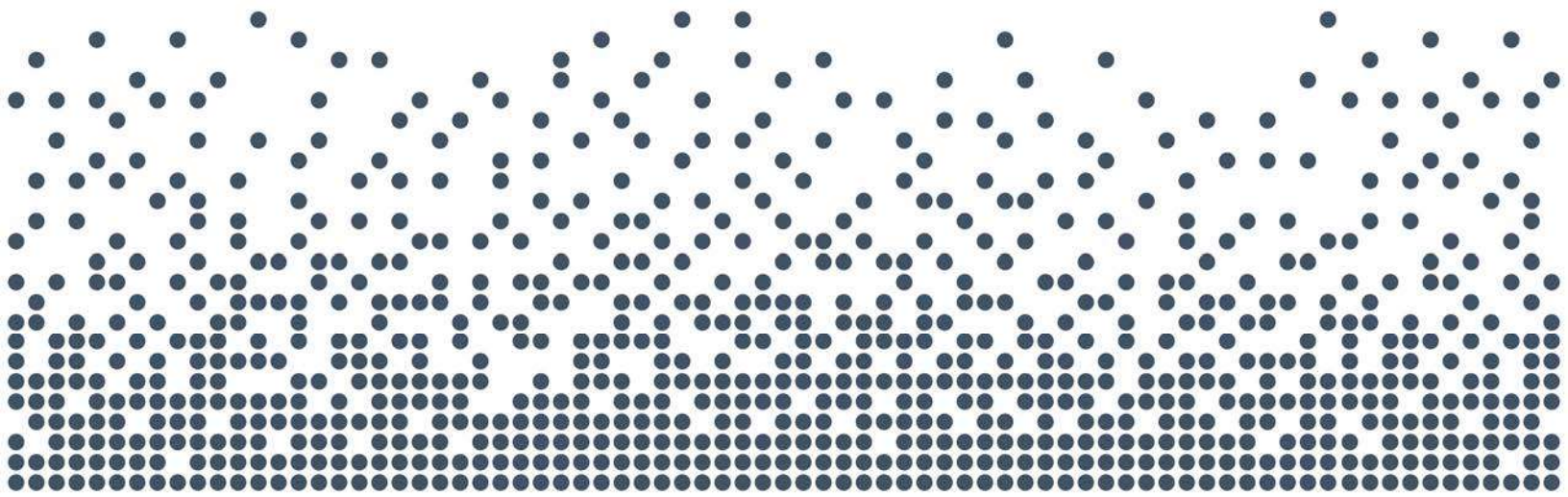
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## List of Acronyms and Abbreviations

<b>Acronym</b>	<b>Full Description of Acronym</b>
A.M.P.	Asset management plan
CANSIM	Canadian Socio-Economic Information Management System (Statistics Canada)
D.C.	Development charge
D.C.A.	<i>Development Charges Act, 1997</i> , as amended
F.I.R.	Financial Information Return
G.F.A.	Gross floor area
LPAT	Local Planning Appeal Tribunal
M.O.E.C.P.	Ministry of the Environment, Conservation and Parks
N.F.P.O.W.	No Fixed Place of Work
O.M.B.	Ontario Municipal Board
O.P.A.	Official Plan Amendment
O. Reg.	Ontario Regulation
P.O.A.	<i>Provincial Offences Act</i>
P.P.U.	Persons per unit
S.D.E.	Single detached equivalent
S.D.U.	Single detached unit
S.W.M.	Stormwater management
sq.ft.	square foot
sq.m.	square metre



# Executive Summary



# Executive Summary

1. The report provided herein represents the Development Charges (D.C.) Background Study for the Town of Grimsby required by the *Development Charges Act, 1997* (D.C.A.). This report has been prepared in accordance with the methodology required under the D.C.A. The contents include the following:
  - Chapter 1 – Overview of the legislative requirements of the Act;
  - Chapter 2 – Review of present D.C. policies of the Town;
  - Chapter 3 – Summary of the residential and non-residential growth forecasts for the Town;
  - Chapter 4 – Approach to calculating the D.C.;
  - Chapter 5 – Review of historical service standards and identification of future capital requirements to service growth and related deductions and allocations;
  - Chapter 6 – Calculation of the D.C.s;
  - Chapter 7 – D.C. policy recommendations and rules; and
  - Chapter 8 – By-law implementation.
  
2. D.C.s provide for the recovery of growth-related capital expenditures from new development. The D.C.A. is the statutory basis to recover these charges. The methodology is detailed in Chapter 4; a simplified summary is provided below:
  - 1) Identify amount, type and location of growth;
  - 2) Identify servicing needs to accommodate growth;
  - 3) Identify capital costs to provide services to meet the needs;
  - 4) Deduct:
    - Grants, subsidies and other contributions;
    - Benefit to existing development;
    - Amounts in excess of 10-year historical service calculation;
    - D.C. reserve funds (where applicable);
  - 5) Net costs are then allocated between residential and non-residential benefit; and





- 6) Net costs divided by growth to provide the D.C. charge.
3. A number of changes to the D.C. process need to be addressed as a result of the *Smart Growth for Our Communities Act, 2015* (Bill 73). These changes have been incorporated throughout the report and in the updated draft by-law, as necessary. These items include:
    - a. Area-rating: Council must consider the use of area-specific charges.
    - b. Asset Management Plan for New Infrastructure: The D.C. background study must include an asset management plan (A.M.P.) that deals with all assets proposed to be funded, in whole or in part, by D.C.s. The A.M.P. must show that the assets are financially sustainable over their full lifecycle.
    - c. 60-day Circulation Period: The D.C. background study must be released to the public at least 60 days prior to passage of the D.C. by-law.
    - d. Timing of Collection of Development Charges: The D.C.A. now requires D.C.s to be collected at the time of the first building permit.
  4. Further changes to the D.C.A. were introduced through three bills passed in the Ontario legislature: Bill 108, Bill 138, and Bill 197. The following provides a brief summary of the proposed changes.

Bill 108: More Homes, More Choice: Ontario's Housing Supply Action Plan

In May 2019, the Province introduced Bill 108, More Homes, More Choice Act, 2019 which would make changes to the current D.C. legislation. The Bill was passed and given Royal Assent on June 6, 2019. While the legislation has been passed, much of the detailed changes were to be implemented by Regulation which were not yet passed. The following items are currently in effect:

- a. Effective January 1, 2020, rental housing and institutional developments shall pay D.C.s in six (6) equal annual payments commencing at first occupancy. Non-profit housing developments shall pay D.C.s in 21 equal annual payments. Interest may be charged on the installments, and any unpaid amounts inclusive of interest payable shall be added to the property tax roll and collected in the same manner as taxes.



- b. Effective January 1, 2020, the D.C. amount for all developments occurring within two years of a Site Plan or Zoning By-law Amendment planning approval (for applications made after January 1, 2020), shall be determined based on the D.C. by-law in effect on the day of Site Plan or Zoning By-law Amendment application.

Other key elements of the changes that were not proclaimed and were dealt with subsequently through Bill 197 are provided below:

- The D.C. would be refined to only allow for the following services to remain within the D.C.: water, wastewater, storm water, roads, fire, policing, ambulance, waste diversion, parks development, recreation, public libraries, long-term care, public health;
- The mandatory 10% deduction would be removed for all services that remain eligible in the D.C.;
- A new community benefits charge (C.B.C.) would be introduced to include formerly eligible D.C. services that are not included in the above listing, parkland dedication and bonus zoning contributions;

#### Bill 138: Plan to Build Ontario Together Act, 2019

On November 6, 2019, the Province release Bill 138 which provided further amendments to the D.C.A. and Planning Act. This Bill received Royal Assent on December 10, 2019 and was proclaimed which resulted in sections related to the D.C.A. (schedule 10) becoming effective on January 1, 2020. With respect to the D.C.A., this Act removed installment payments for commercial and industrial developments that were originally identified in Bill 108.

#### Bill 197: COVID-19 Economic Recovery Act, 2020

In March 2020, Canada was impacted by the COVID-19 global pandemic. As a result, the economy was put into a state of emergency in an effort to slow the spread of the virus. In response, the Province tabled legislation on July 8, 2020 which amended a number of Acts, including the D.C.A. and the Planning Act. With this Bill, many changes proposed in Bill 108 have now been revised. With



respect to the above noted changes from Bill 108, the following changes are provided in Bill 197:

- **Eligible Services:** The list of eligible services for the D.C. has now been expanded to include most services eligible under the D.C.A. prior to Bill 108. For the Town of Grimsby, this means that all services currently provided in the D.C. study remain eligible.
- **Mandatory 10% Deduction:** The mandatory 10% deduction is removed (consistent with Bill 108). This applies to all D.C.-eligible services.
- **Community Benefits Charges:** a municipality may, by-law impose a C.B.C. to pay for the capital costs for formerly-eligible D.C. services in addition to parkland dedication and bonus zoning contributions. However, based on the list of D.C.-eligible services under the new legislation, all current services are D.C. eligible, thus a C.B.C. may not be required for the Town.

These changes to the D.C.A. were proclaimed on September 18, 2020. These changes are described further in Section 1.4 of this report.

5. The growth forecast (Chapter 3) on which the Town-wide D.C. is based, projects the following population, housing and non-residential floor area for the 10-year (2020 to 2029), 22-year (2020 to 2041) and urban buildout (2020-urban buildout) periods.

Measure	10 Year 2020-2029	22 Year 2020-2041	Urban Build Out 2020-Urban Buildout
(Net) Population Increase	3,129	6,096	8,956
Residential Unit Increase	1,603	3,404	5,184
Non-Residential Gross Floor Area Increase (ft <sup>2</sup> )	606,300	1,193,400	1,756,900

Source: Watson & Associates Economists Ltd. Forecast 2020

6. At present, the Town of Grimsby imposes D.C.s on residential and non-residential uses based upon By-law 16-73, as amended by By-law 18-39. The Town is undertaking a D.C. public process and anticipates passing a new by-law. The mandatory public meeting has been set for February 1, 2021 with adoption



of the new by-law anticipated for March 1, 2021. In addition to the new by-law, the existing by-law (16-73, as amended by 18-39) will be amended to embrace legislative changes and ensure the continued collection for parking services until September 18, 2022, as per Bill 197 (based on the transition rules of Bill 197).

7. The Town's D.C. currently in effect for single detached dwelling units is \$17,702 for full services. Non-residential charges were categorized as industrial and non-industrial. Respectively, their corresponding current charges are \$3.73 and \$8.37 per square foot of gross floor area.

The current rates include a charge for parking services. As per Bill 197 parking services are no longer eligible for inclusion in the development charges however, based on the transition rules, the Town can continue to collect the parking component of the current D.C. until September 18, 2022 or until a Community Benefits Charge By-law is passed.

This report has undertaken a recalculation of the charges based on future identified needs (presented in Schedule ES-1 for residential and non-residential) excluding parking services. Charges have been provided on a Town-wide basis for all services except water, wastewater and stormwater services. Water, wastewater and stormwater services have been provided on an urban-area basis. The corresponding single detached unit charge for full services (excluding parking services) is \$17,689. The industrial charge is \$2.88 and the non-industrial charge is \$6.13 per square foot of building area, excluding parking services. These rates are submitted to Council for its consideration.

In addition to the calculated charges provided above, the current parking services charges (presented in in Schedule ES-2) of \$43 per single detached unit and \$0.01 per sq.ft. for industrial and \$0.02 per sq.ft. for non-industrail development are recommended to continue for the transition period or until the Town passes a Community Benefits Charge By-law.

8. The D.C.A. requires a summary be provided of the gross capital costs and the net costs to be recovered over the life of the by-law. This calculation is provided by service and is presented in Table 6-4. A summary of these costs is provided below:



Total gross expenditures planned over the next five years	\$42,086,414
Less:	
Benefit to existing development	\$ 7,942,727
Post planning period benefit	\$11,040,200
Ineligible re: Level of Service	\$ 170,067
Grants, subsidies and other contributions	\$ 396,000
<b>Net Costs to be recovered from development charges</b>	<b>\$22,537,421</b>

This suggests that for the non-D.C. cost over the five-year D.C. by-law (benefit to existing development, post planning period benefit, and the grants, subsidies and other contributions), \$8.51 million (or an annual amount of \$1.7 million) will need to be contributed from taxes and rates or other sources. With respect to the post period benefit amount of \$11.04 million, it will be included in subsequent D.C. study updates to reflect the portion of capital that benefits growth in the post period D.C. forecasts.

Based on the above table, the Town plans to spend \$42.09 million over the next five years, of which \$22.54 million (54%) is recoverable from D.C.s. Of this net amount, \$19.09 million is recoverable from residential development and \$3.44 million from non-residential development. It is noted also that any exemptions or reductions in the charges would reduce this recovery further.

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

The following services are calculated based on an urban buildout forecast:

- Stormwater Drainage and Control Services;
- Wastewater Services; and
- Water Services.

The following services are calculated based on a 22-year forecast:

- Services Related to a Highway; and
- Fire Protection Services.

The following services are calculated based on a 10-year forecast:

- Parks and Recreation Services; and
- Library Services.



In addition, two classes of service have been established for the following:

- Growth Studies (calculated based on a 10-year forecast); and
- Public Works (calculated based on a 22-year forecast).

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

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



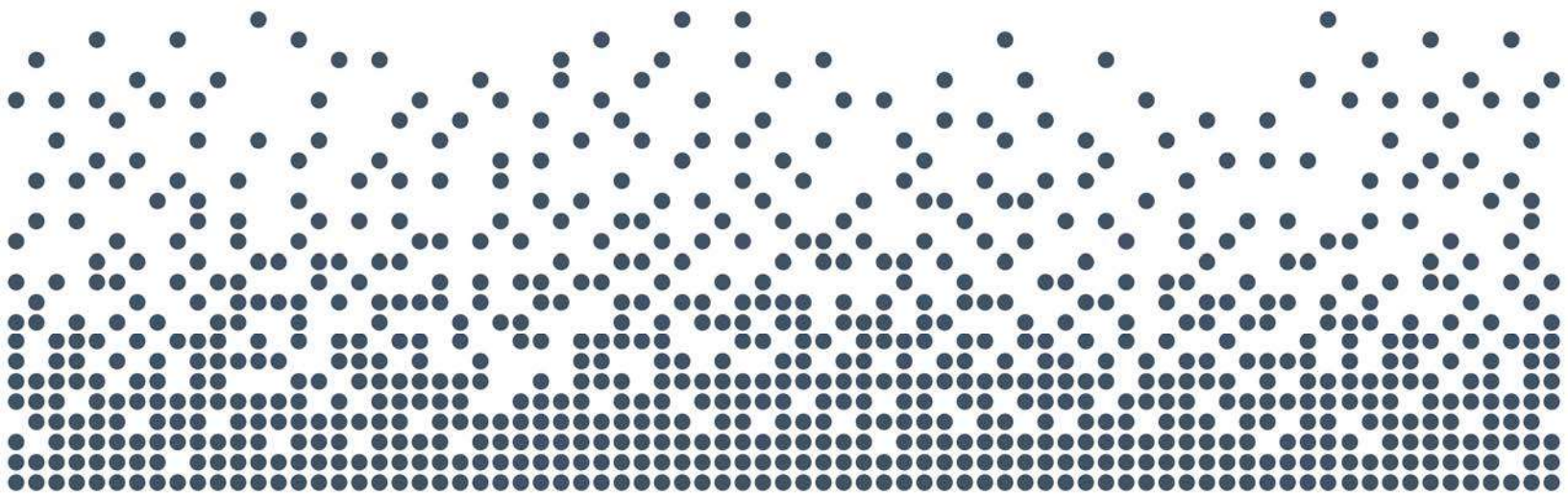
**Table ES-1**  
**Schedule of Calculated Development Charges**

Service/Class of Service	RESIDENTIAL				NON-RESIDENTIAL		
	Single and Semi-Detached Dwelling	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Other Multiples	Special Care/Special Dwelling Units	Industrial (per sq.ft. of Gross Floor Area)	Non-Industrial (per sq.ft. of Gross Floor Area)
<b>Town-Wide Services/Classes:</b>							
Services Related to a Highway	4,155	2,635	1,611	2,826	1,468	1.25	2.65
Public Works	185	117	72	126	65	0.06	0.11
Fire Protection Services	1,018	646	395	692	360	0.29	0.65
Parks and Recreation Services	6,808	4,317	2,640	4,630	2,406	0.31	0.66
Library Services	1,695	1,075	657	1,153	599	0.08	0.17
Growth Studies	1,632	1,035	633	1,110	577	0.47	1.00
<b>Total Town-Wide Services/Classes</b>	<b>15,493</b>	<b>9,825</b>	<b>6,008</b>	<b>10,537</b>	<b>5,475</b>	<b>2.46</b>	<b>5.24</b>
<b>Urban Services</b>							
Stormwater Drainage and Control Services	1,293	820	501	879	457	0.15	0.33
Wastewater Services	400	254	155	272	141	0.12	0.25
Water Services	502	318	195	341	177	0.15	0.31
<b>Total Urban Services</b>	<b>2,195</b>	<b>1,392</b>	<b>851</b>	<b>1,492</b>	<b>775</b>	<b>0.42</b>	<b>0.89</b>
<b>GRAND TOTAL RURAL AREA</b>	<b>15,493</b>	<b>9,825</b>	<b>6,008</b>	<b>10,537</b>	<b>5,475</b>	<b>2.46</b>	<b>5.24</b>
<b>GRAND TOTAL URBAN AREA</b>	<b>17,688</b>	<b>11,217</b>	<b>6,859</b>	<b>12,029</b>	<b>6,250</b>	<b>2.88</b>	<b>6.13</b>

**Table ES-2**  
**Schedule of Existing Parking Services Development Charges**

Service/Class of Service	RESIDENTIAL				NON-RESIDENTIAL		
	Single and Semi-Detached Dwelling	Multiples	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Special Care/Special Dwelling Units	Industrial (per sq.ft. of Gross Floor Area)	Non-Industrial (per sq.ft. of Gross Floor Area)
Parking Services	43	29	25	17	-	0.01	0.02
<b>Total Town-Wide Services/Classes</b>	<b>43</b>	<b>29</b>	<b>25</b>	<b>17</b>	<b>-</b>	<b>0.01</b>	<b>0.02</b>

Note: Parking Service to continue until September 18, 2022



# Report





# Chapter 1

## Introduction



# 1. Introduction

## 1.1 Purpose of this Document

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This background study has been prepared pursuant to the requirements of the D.C.A. (s. 10) and, accordingly, recommends new D.C.s and policies for the Town of Grimsby.

The Town retained Watson & Associates Economists Ltd. (Watson), to undertake the D.C. study process throughout 2019 and 2020. Watson worked with Town staff preparing the D.C. analysis and 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. It also addresses the requirement for "rules" (contained in Chapter 7) and the proposed new by-law to be made available as part of the approval process (included as Appendix G). In addition, a proposed amending by-law to the Town's existing by-law has been provided, relating to the parking services component of the D.C. (included as Appendix H).

In addition, the report is designed to set out sufficient background on the legislation (Chapter 4), Grimsby's current D.C. policies (Chapter 2) and the policies underlying the proposed new by-law and proposed amendment to the existing by-law, to make the exercise understandable to those who are involved.

Finally, it addresses post-adoption implementation requirements (Chapter 8) 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

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The public meeting required under section 12 of the *Development Charges Act, 1997*, as amended (D.C.A.), has been scheduled for February 1, 2021. Its purpose is to present the study to the public and to solicit public input. The meeting is also being held to answer any questions regarding the study's purpose, methodology and the proposed modifications to the Town's D.C.s.

In accordance with the legislation, the background study and proposed D.C. by-law will be available for public review on December 21, 2020.

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

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

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

Figure 1-1  
Schedule of Key D.C. Process Dates for the Town of Grimsby

1. Data collection, staff review, engineering work, D.C. calculations and policy work	December 2019 to December 2020
2. Public release of final D.C. Background study, proposed new by-law and proposed amending by-law to the existing by-law	December 21, 2020
3. Public meeting advertisement placed in newspaper(s)	No later than January 8, 2021
4. Public meeting of Council	February 1, 2021
5. Council considers adoption of background study and passage of by-law	March 1, 2021
6. Newspaper notice given of by-law passage	By 20 days after passage
7. Last day for by-law appeal	40 days after passage



8. Town makes pamphlet available (where by-law not appealed)	By 60 days after in force date
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## 1.3 Changes to the D.C.A.: Bill 73 – Smart Growth for our Communities Act, 2015

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With the amendment of the D.C.A. (as a result of Bill 73 and O. Reg. 428/15), there are a number of areas that must be addressed to ensure that the Town is in compliance with the D.C.A., as amended. The following provides an explanation of the changes to the Act that affect the Town's background study and how they have been dealt with to ensure compliance with the amended legislation.

### 1.3.1 Area Rating

Bill 73 has introduced two new sections where Council must consider the use of area-specific charges:

- 1) Section 2 (9) of the Act now requires a municipality to implement area-specific D.C.s for either specific services that are prescribed and/or for specific municipalities that are to be regulated. (Note that at this time, no municipalities or services are prescribed by the Regulations.)
- 2) Section 10 (2) c.1 of the D.C.A. requires that, "the development charges background study shall include consideration of the use of more than one development charge by-law to reflect different needs for services in different areas."

In regard to the first item, there are no services or specific municipalities identified in the regulations that must be area-rated. The second item requires Council to consider the use of area rating.

### 1.3.2 Asset Management Plan for New Infrastructure

The new legislation now requires that a D.C. background study must include an asset management plan (s. 10 (2) c.2). The asset management plan (A.M.P.) must deal with all assets that are proposed to be funded, in whole or in part, by D.C.s. The current regulations provide very extensive and specific requirements for the A.M.P. related to transit services; however, they are silent with respect to how the A.M.P. is to be



provided for all other services. As part of any A.M.P., the examination should be consistent with the municipality's existing assumptions, approaches and policies on asset management planning. This examination may include both qualitative and quantitative measures such as examining the annual future lifecycle contributions needs (discussed further in Appendix F of this report).

### ***1.3.3 60-Day Circulation of D.C. Background Study***

Previously, the legislation required that a D.C. background study be made available to the public at least two weeks prior to the public meeting. The amended legislation now provides that the D.C. background study must be made available to the public (including posting on the municipal website) at least 60 days prior to passage of the D.C. by-law. No other changes were made to timing requirements for such things as notice of the public meeting and notice of by-law passage.

This D.C. study is being provided to the public on December 21, 2020 to ensure the new requirement for release of the study is met.

### ***1.3.4 Timing of Collection of D.C.s***

The D.C.A. has been refined by Bill 73 to require that D.C.s are collected at the time of the first building permit. For the majority of development, this will not impact the Town's present process. There may be instances, however, where several building permits are to be issued and either the size of the development or the uses will not be definable at the time of the first building permit. In these instances, the Town may enter into a delayed payment agreement in order to capture the full development.

### ***1.3.5 Other Changes***

It is also noted that a number of other changes were made through Bill 73 and O. Reg. 428/15, including changes to the way in which transit D.C. service standards are calculated, the inclusion of waste diversion and the ability for collection of additional levies; however, these sections do not impact the Town's D.C.



## 1.4 Further Changes to the D.C.A.: Bill 108, 138, and 197

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

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

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

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

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

**Changes to Eligible Services** – Prior to Bill 108, the D.C.A. provided a list of ineligible services whereby municipalities could include growth related costs for any service that was not listed. With Bill 108, the changes to the D.C.A. would now specifically list the services that are eligible for inclusion in the by-law. Further, the initial list of eligible



services under Bill 108 was limited to “hard services”, with the “soft services” being removed from the D.C.A. These services would be considered as part of a new community benefits charge (discussed below) imposed under the Planning Act. As noted in the next section this list of services has been amended through Bill 197.

**Mandatory 10% deduction** – The amending legislation would remove the mandatory 10% deduction for all services that remain eligible under the D.C.A.

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

#### ***1.4.1 Bill 138: Plan to Build Ontario Together Act, 2019***

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

#### ***1.4.2 Bill 197: COVID-19 Economic Recovery Act***

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

##### ***1.4.2.1 D.C. Related Changes***

###### **List of D.C. Eligible Services**



- As noted above, under Bill 108 some services were to be included under the D.C.A. and some would be included under the C.B.C. authority. However, Bill 197 revised this proposed change and has included all services (with some exceptions) under the D.C.A. These services are as follows:
  - Water supply services, including distribution and treatment services.
  - Wastewater services, including sewers and treatment services.
  - Storm water drainage and control services.
  - Services related to a highway.
  - Electrical power services.
  - Toronto-York subway extension.
  - Transit services.
  - Waste diversion services.
  - Policing services.
  - Fire protection services.
  - Ambulance services.
  - Library services
  - Long-term Care services
  - Parks and Recreation services, but not the acquisition of land for parks.
  - Public Health services
  - Childcare and early years services.
  - Housing services.
  - Provincial Offences Act services.
  - Services related to emergency preparedness.
  - Services related to airports, but only in the Regional Municipality of Waterloo.
  - Additional services as prescribed.

### Classes of Services – D.C.

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

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

- A D.C. by-law may provide for any eligible service or capital cost related to any eligible service to be included in a class, set out in the by-law.





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

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

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

### 10-Year Planning Horizon

- The 10-year planning horizon has been removed for all services except transit.

### *1.4.2.2 C.B.C. Related Changes*

#### C.B.C. Eligibility

- The C.B.C. is limited to lower-tier and single tier municipalities, whereas upper-tier municipalities will not be allowed to impose this charge.
- O.Reg. 509/20 was filed on September 18, 2020. This regulation provides for the following:
  - A maximum rate will be set as a percentage of the market value of the land the day before building permit issuance. The maximum rate is set at 4%. The C.B.C may only be imposed on developing or redeveloping buildings which have a minimum height of five stories and contain no less than 10 residential units.
  - Bill 197 states that before passing a C.B.C. by-law, the municipality shall prepare a C.B.C. strategy that (a) identifies the facilities, services, and matters that will be funded with C.B.C.s; and (b) complies with any prescribed requirements.
  - Only one C.B.C. by-law may be in effect in a local municipality at a time.



### 1.4.2.3 Combined D.C. and C.B.C. Impacts

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

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

#### Transition – D.C. and C.B.C.

- The specified date for municipalities to transition to the D.C. and C.B.C. is two years after Schedules 3 and 17 of the COVID-19 Economic Recovery Act comes into force (i.e. September 18, 2022).
- Generally, for existing reserve funds (related to D.C. services that will be ineligible):
  - If a C.B.C. is passed, the funds are transferred to the C.B.C. special account;
  - If no C.B.C. is passed, the funds are moved to a general reserve fund for the same purpose
  - If a C.B.C. is passed subsequent to moving funds to a general reserve fund, those monies are then moved again to the C.B.C. special account.
- For reserve funds established under s. 37 of the Planning Act (e.g. bonus zoning)
  - If a C.B.C. is passed, the funds are transferred to the C.B.C. special account;
  - If no C.B.C. is passed, the funds are moved to a general reserve fund for the same purpose;
  - If a C.B.C. is passed subsequent to moving funds to a general reserve fund, those monies are then moved again to the C.B.C. special account.

If a municipality passes a C.B.C. by-law, any existing D.C. credits a landowner may retain may be used towards payment of that landowner's C.B.C.

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



# Chapter 2

## Current Town of Grimsby Policy



## 2. Current Town of Grimsby Policy

### 2.1 Schedule of Charges

The Town of Grimsby currently imposes charges through By-law 16-73, as amended by By-law 18-39, under the D.C.A. This by-law expires on November 8, 2021. The Town is undertaking a D.C. public process and anticipates passing a new by-law in advance of the date the existing by-law is no longer in force. In addition, By-law 16-73 will be further amended to reflect the recent changes in legislation to allow for the continued collection of the Parking Services component of the charge during the transition period as provided for in Bill 197.

By-law 16-73, as amended, imposes D.C.s for residential and non-residential uses. The table below provides the rates currently in effect.

Table 2-1  
Town of Grimsby  
Current D.C. Rates

Service	Residential				Non-Residential	
	Single & Semi Detached	Multiples	Apartments with >= 2 Bedrooms	Apartments with < 2 Bedrooms	Industrial (per sq.ft.)	Non Industrial (per sq.ft.)
<b>Town Wide Services</b>						
Services Related to a Highway	10,812	7,288	6,432	4,277	2.84	6.34
Fire Protection Services	903	609	537	357	0.23	0.53
Indoor and Outdoor Recreation Services	3,805	2,565	2,264	1,505	0.22	0.50
Library Services	891	601	530	352	0.05	0.12
Parking Services	43	29	25	17	0.01	0.02
Administration	228	154	135	90	0.06	0.14
<b>Total Town Wide Services</b>	<b>16,682</b>	<b>11,246</b>	<b>9,923</b>	<b>6,598</b>	<b>3.41</b>	<b>7.65</b>
<b>Urban Services</b>						
Stormwater Drainage and Control Services	370	242	219	147	0.18	0.42
Water Services	650	425	387	258	0.14	0.30
<b>Total Urban Services</b>	<b>1,020</b>	<b>667</b>	<b>606</b>	<b>405</b>	<b>0.32</b>	<b>0.72</b>
<b>GRAND TOTAL RURAL AREA</b>	<b>16,682</b>	<b>11,246</b>	<b>9,923</b>	<b>6,598</b>	<b>3.41</b>	<b>7.65</b>
<b>GRAND TOTAL URBAN AREA</b>	<b>17,702</b>	<b>11,913</b>	<b>10,529</b>	<b>7,003</b>	<b>3.73</b>	<b>8.37</b>

### 2.2 Services Covered

The following services are covered under By-law 16-73:

- Services Related to a Highway;
- Fire Protection Services;
- Indoor and Outdoor Recreation Services;
- Library Services;
- Parking Services;



- Administration (Studies);
- Water Services; and
- Stormwater Services.

## 2.3 Timing of D.C. Calculation and Payment

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D.C.s are payable at the time of building permit issuance with respect to each dwelling unit, building or structure, unless an agreement has been entered into with the Town to pay the D.C.s at an earlier or later time. Council may, by agreement, give a credit towards a development charge in exchange for work that relates to a service for which the development charge is imposed.

As per amending by-law 18-39, Class A office developments are offered a deferral of D.C.s if they meet the eligibility criteria set out in the by-law through an application process approved by Council. The eligibility criteria include being four stories or more and at least 5,000 square meters of leasable/sellable office area. Applicants must enter into an agreement with the Town. Interest is imposed at a rate approved by Council however; the deferral agreement may provide for the waiving of interest. The D.C. can be deferred for the earlier of eight months following the issuance of an occupancy permit or 24 months following the issuance of a main building permit.

## 2.4 Indexing

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Rates shall be adjusted annually on January 1, without amendment to the by-law, in accordance with the Act.

## 2.5 Redevelopment Allowance

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Where, as a result of the redevelopment of land, a building or structure existing on the same land within forty eight months (four years) prior to the date of payment of D.C.s in regard to such redevelopment was, or is to be demolished, in whole or in part, or converted from one principal use to another principal use on the same land, in order to facilitate the redevelopment, the D.C.s otherwise payable with respect to such redevelopment shall be reduced by the following amounts:



- (a) in the case of a residential building or structure, or in the case of a mixed-use building or structure, the residential uses in the mixed-use building or structure, an amount calculated by multiplying the applicable D.C. under s. 3.6 and 3.7 by the number, according to type, of dwelling units that have been or will be demolished or converted to another principal use; and provided that such amounts shall not exceed, in total, the amount of the D.C.s otherwise payable with respect to the redevelopment.

## 2.6 Exemptions

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The following discretionary exemptions are provided under By-law 16-73, as amended:

- “Notwithstanding the provisions of this By-law, development charges shall not be imposed with respect to:
  - (a) Development creating or adding an accessory use or accessory structure not exceeding 10 square metres of gross floor area;
  - (b) An enlargement of the gross floor area of an existing industrial building in accordance with Section 4 of the Act;
  - (c) The issuance of a building permit in accordance with Section 2(3) of the Act;
  - (d) Bona fide farm (non-residential) buildings including wholesale greenhouse facilities and structures.”



# Chapter 3

## Anticipated Development in the Town of Grimsby



## 3. Anticipated Development in the Town of Grimsby

### 3.1 Requirement of the Act

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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 development charges can be imposed, must be estimated.”

The growth forecast contained in this chapter (with supplemental tables in Appendix A) provides for the anticipated development for which the Town of Grimsby will be required to provide services, over a 10-year (early-2020 to early-2030) and longer-term (early-2020 to mid-2041) and buildout (early-2020 to buildout) time horizon.

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

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- The D.C. growth forecast has been derived by Watson. In preparing the growth forecast, the following information sources were consulted to assess the residential and non-residential development potential for the Town over the forecast period, including:
- Niagara Region Municipal Comprehensive Review (M.C.R.) - Draft Updated Forecasts and Local Growth Allocations Memo, Hemson Consulting Ltd., July 27, 2018;
- Grimsby GO Secondary Plan Area - Draft Water and Wastewater System Servicing Needs Technical Memo, GM BluePlan Engineering, November 4, 2019;
- Town of Grimsby 2016 Development Charges Background Study, Watson & Associates Economists Ltd., September 1, 2016;
- 2006, 2011 and 2016 population, household, and employment Census data;
- Historical residential and non-residential building permit data over the 2011 to 2020 period;
- Residential supply opportunities as provided by the Town of Grimsby; and





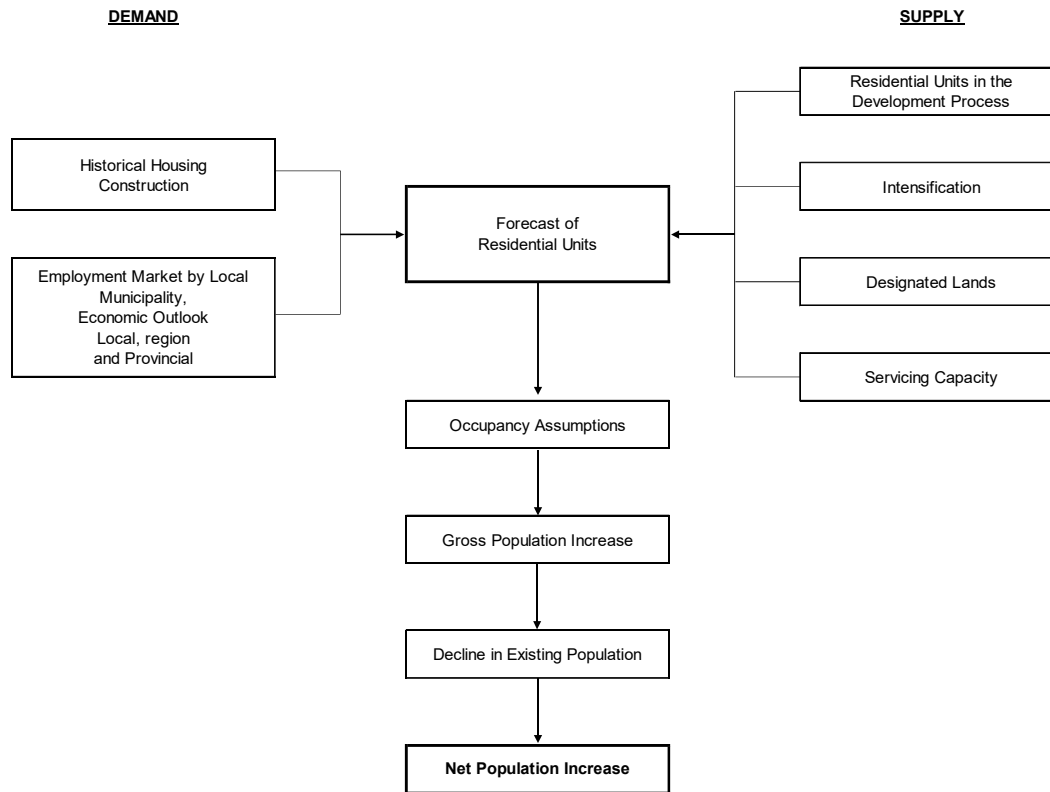
- Discussions with Town staff regarding anticipated residential and non-residential development in the Town of Grimsby.

### 3.3 Summary of Growth Forecast

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

As identified in Table 3-1 and Appendix A, Schedule 1, population in Grimsby is anticipated to reach approximately 33,160 by early-2030, 36,130 by mid-2041 and 38,980 by buildout, resulting in an increase of approximately 3,130, 6,100 and 8,940 persons, respectively.

Figure 3-1  
Population and Household Forecast Model





**Table 3-1  
Town of Grimsby  
Residential Growth Forecast Summary**

Year	Population (Including Census Undercount) <sup>1</sup>	Excluding Census Undercount			Housing Units					Person Per Unit (P.P.U.): Total Population/ Total Households	
		Population	Institutional Population	Population Excluding Institutional Population	Singles & Semi-Detached	Multiple Dwellings <sup>2</sup>	Apartments <sup>3</sup>	Other	Total Households		
Historical											
<i>Mid 2006</i>	24,540	23,937	432	23,505	6,540	1,390	790	30	8,750	2,736	
<i>Mid 2011</i>	25,970	25,325	280	25,045	7,058	1,644	860	39	9,601	2,638	
<i>Mid 2016</i>	28,010	27,314	494	26,820	7,325	2,200	805	35	10,365	2,635	
Forecast											
<i>Early 2020</i>	30,800	30,034	542	29,492	7,417	2,540	1,679	35	11,670	2,574	
<i>Early 2030</i>	34,000	33,163	621	32,542	7,541	3,017	2,601	35	13,195	2,513	
<i>Mid 2041</i>	37,050	36,129	653	35,476	7,570	3,183	4,174	35	14,962	2,415	
<i>Buildout</i>	39,965	38,977	705	38,272	7,607	3,185	5,868	35	16,695	2,335	
Incremental											
<b>Mid 2006 - Mid 2011</b>	<b>1,430</b>	<b>1,388</b>	<b>-152</b>	<b>1,540</b>	<b>518</b>	<b>254</b>	<b>70</b>	<b>9</b>	<b>851</b>		
<b>Mid 2011 - Mid 2016</b>	<b>2,040</b>	<b>1,989</b>	<b>214</b>	<b>1,775</b>	<b>267</b>	<b>556</b>	<b>-55</b>	<b>-4</b>	<b>764</b>		
<b>Mid 2016 - Early 2020</b>	<b>2,790</b>	<b>2,720</b>	<b>48</b>	<b>2,672</b>	<b>92</b>	<b>340</b>	<b>874</b>	<b>0</b>	<b>1,305</b>		
<b>Early 2020 - Early 2030</b>	<b>3,200</b>	<b>3,129</b>	<b>79</b>	<b>3,050</b>	<b>125</b>	<b>477</b>	<b>922</b>	<b>0</b>	<b>1,525</b>		
<b>Early 2020 - Mid 2041</b>	<b>6,250</b>	<b>6,095</b>	<b>111</b>	<b>5,984</b>	<b>154</b>	<b>643</b>	<b>2,496</b>	<b>0</b>	<b>3,292</b>		
<b>Early 2020 - Buildout</b>	<b>9,165</b>	<b>8,943</b>	<b>163</b>	<b>8,780</b>	<b>190</b>	<b>645</b>	<b>4,190</b>	<b>0</b>	<b>5,025</b>		

Source: Derived from Niagara Region Municipal Comprehensive Review – Draft Updated Forecasts and Local Growth Allocations (July 2018, Hemson Memo) forecast for the Town of Grimsby, Draft Water and Wastewater System Servicing Needs Technical Memo (Nov 2019) by GM BluePlan, and discussions with municipal staff regarding servicing and land supply by Watson & Associates Economists Ltd., 2020

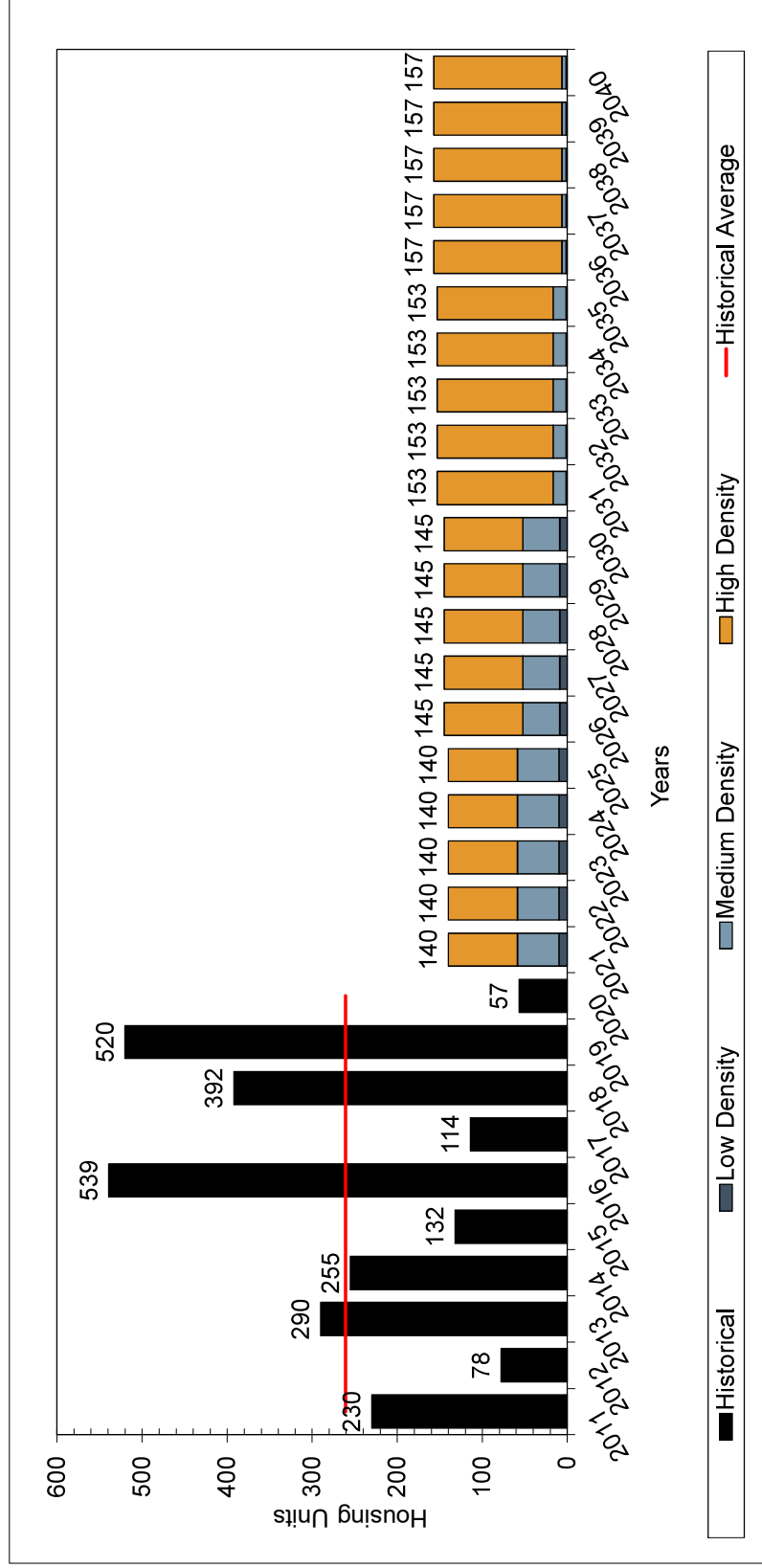
<sup>1</sup> Census undercount estimated at approximately 2.5%. Note: Population including the undercount has been rounded.

<sup>2</sup> Includes townhouses and apartments in duplexes.

<sup>3</sup> Includes bachelor, 1-bedroom and 2-bedroom+ apartments.



Figure 3-2  
Town of Grimsby  
Annual Housing Forecast<sup>1</sup>



Source: Historical housing activity derived from Statistics Canada building permit data for the Town of Grimsby, 2011-2019, and 2020 from the Town of Grimsby based on August YTD building permit activity and review of active residential applications.

<sup>1</sup> Growth forecast represents calendar year.



Provided below is a summary of the key assumptions and findings regarding the Town of Grimsby D.C. growth forecast:

### 1. Housing Unit Mix (Appendix A – Schedules 1, 6 and 7)

- The housing unit mix for the Town was derived from a detailed review of historical development activity (as per Schedule 7), as well as active residential development applications (as per Schedule 6) and discussions with Town staff regarding anticipated development trends for Grimsby.
- Based on the above indicators, the 2020 to 2041 household growth forecast for the Town is comprised of a unit mix of 5% low density units (single detached and semi-detached), 20% medium density (multiples except apartments) and 76% high density (bachelor, 1-bedroom and 2-bedroom apartments).

### 2. Geographic Location of Residential Development (Appendix A – Schedule 2)

- Schedule 2 summarizes the anticipated amount, type, and location of development by servicing area for the Town of Grimsby.
- In accordance with forecast demand and available land supply, the amount and percentage of forecast housing growth between 2020 and 2041 by development type is summarized below.

Development Location	Approximate Amount of Housing Growth, 2020 to 2041	Percentage of Housing Growth, 2020 to 2041
Urban	3,290	99.9%
Rural	5	0.1%
<b><i>Town Total</i></b>	<b><i>3,290</i></b>	<b><i>100%</i></b>

Note: Figures may not add precisely due to rounding.

### 3. Planning Period

- Short- and longer-term time horizons are required for the D.C. process. The D.C.A. limits the planning horizon for transit services to a 10-year planning



horizon. All other services can utilize a longer planning period if the municipality has identified the growth-related capital infrastructure needs associated with the longer-term growth planning period.

#### 4. Population in New Housing Units (Appendix A - Schedules 3, 4 and 5)

- The number of housing units to be constructed by 2041 in the Town of Grimsby over the forecast period is presented in Figure 3-2. Over the 2020 to 2041 forecast period, the Town is anticipated to average 153 new housing units per year.
- Institutional population is anticipated to increase by approximately 111 people between 2020 to 2041.
- Population in new units is derived from Schedules 3, 4, and 5, which incorporate historical development activity, anticipated units (see unit mix discussion) and average persons per unit (P.P.U.) by dwelling type for new units.
- Schedule 8a (low density) and 8b (medium and high-density) summarizes the average P.P.U. assumed for new housing units by age and type of dwelling based on Statistics Canada 2016 custom Census data for the Town of Grimsby . Due to data limitations, high density P.P.U. data was derived from Niagara Region, which includes the Town of Grimsby, and is outlined in Schedule 8b. The total calculated 25-year average P.P.U.s by dwelling type are as follows:
  - Low density: 3.113
  - Medium density: 2.117
  - High density : 1.690

#### 5. Existing Units and Population Change (Appendix A - Schedules 3, 4 and 5)

- Existing households for early-2020 are based on the 2016 Census households, plus estimated residential units constructed between mid-2016 and mid-2019, assuming a 6-month lag between construction and occupancy (see Schedule 3).
- 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 2020 to 2041 forecast period is approximately 72.

#### 6. Employment (Appendix A, Schedules 10a, 10b, 10c)



- The employment projections provided herein are largely based on the activity rate method, which is defined as the number of jobs in the Town divided by the number of residents. Key employment sectors include primary, industrial, commercial/ population-related, institutional, and work at home, which are considered individually below.
- 2016 employment data (place of work) for the Town of Grimsby is outlined in Schedule 10a. The 2016 employment base is comprised of the following sectors:
  - 160 primary (2%);
  - 1,100 work at home employment (13%);
  - 1,940 industrial (23%);
  - 3,300 commercial/population related (38%); and
  - 2,050 institutional (24%).
- The 2016 employment by usual place of work, including work at home, is 8,550. An additional 1,195 employees have been identified for the Town in 2016 that have no fixed place of work (N.F.P.O.W.).
- Total employment, including work at home and N.F.P.O.W. for the Town is anticipated to reach approximately 12,350 by Early-2030, 14,630 by 2041 and 16,730 by buildout. This represents an employment increase of approximately 1,880 for the 10-year forecast period, 4,170 for the 2020 to 2041 forecast period and 6,270 for the 2020 to buildout forecast period.
- 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 gross floor area generated from N.F.P.O.W. construction employment). Furthermore, since these employees have no fixed work address, they cannot be captured in the non-residential gross floor area (G.F.A.) calculation.
- Total employment for the Town of Grimsby (excluding work at home and N.F.P.O.W. employment) is anticipated to reach approximately 8,920 by Early-2030, 9,890 by Mid-2041 and 10,700 by Buildout. This represents an employment increase of approximately 1,020 for the 10-year forecast period, 1,990 for the 2020 to 2041 forecast period, and 2,800 for the 2020 to buildout forecast period.



## 7. Non-Residential Sq.ft. Estimates (G.F.A., Appendix A, Schedule 10b)

- Square footage estimates were calculated in Schedule 10b based on the following employee density assumptions:
  - 1,100 sq.ft. per employee for industrial;
  - 450 sq.ft. per employee for commercial/population-related; and
  - 700 sq.ft. per employee for institutional employment.
- The Town-wide incremental Gross Floor Area (G.F.A.) is anticipated to increase by 606,300 sq.ft. over the 10-year forecast period, 1.2 million sq.ft. over the 2020 to 2041 forecast period and 1.8 million sq.ft. over the 2020 to buildout forecast period.
- In terms of percentage growth, the 2020 to 2041 incremental G.F.A. forecast by sector is broken down as follows:
  - industrial - 27%;
  - commercial/population-related - 47%; and
  - institutional - 26%.

## 8. Geography of Non-Residential Development (Appendix A, Schedule 10c)

- Schedule 10c summarizes the anticipated amount, type and location of non-residential development by servicing area for the Town of Grimsby by area.
- The amount and percentage of forecast total non-residential growth between 2020 and 2041 by development type is summarized below.

<b>Development Location</b>	<b>Amount of Non-Residential G.F.A., 2020 to 2041</b>	<b>Percentage of Non-Residential G.F.A., 2020 to 2041</b>
Urban	1,166,100	98%
Rural	27,300	2%
<b><i>Town Total</i></b>	<b><i>1,193,400</i></b>	<b><i>100%</i></b>



# Chapter 4

## The Approach to the Calculation of the Charge





## 4. The Approach to the Calculation of the Charge

### 4.1 Introduction

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This chapter addresses the requirements of s. 5 (1) of the D.C.A. 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.

Note: As the Province has passed Bill 197, notes have been provided where the proposed changes impact the methodology.

### 4.2 Services Potentially Involved

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

A number of these services are defined in s. 2 (4) of the D.C.A. as being ineligible for inclusion in D.C.s. These are shown as “ineligible” on Table 4-1. Two ineligible costs defined in 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). Services which are potentially eligible for inclusion in the Town’s D.C. are indicated with a “Yes”, as shown in Table 4-1.

### 4.3 Increase in the Need for Service

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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. 5 (1) 3, which requires that Town Council indicate that it intends to ensure that such an increase in need will be met, suggests that a project-specific expression of need would be most appropriate.



Figure 4-1  
The Process of Calculating a Development Charge under the Act  
that must be followed

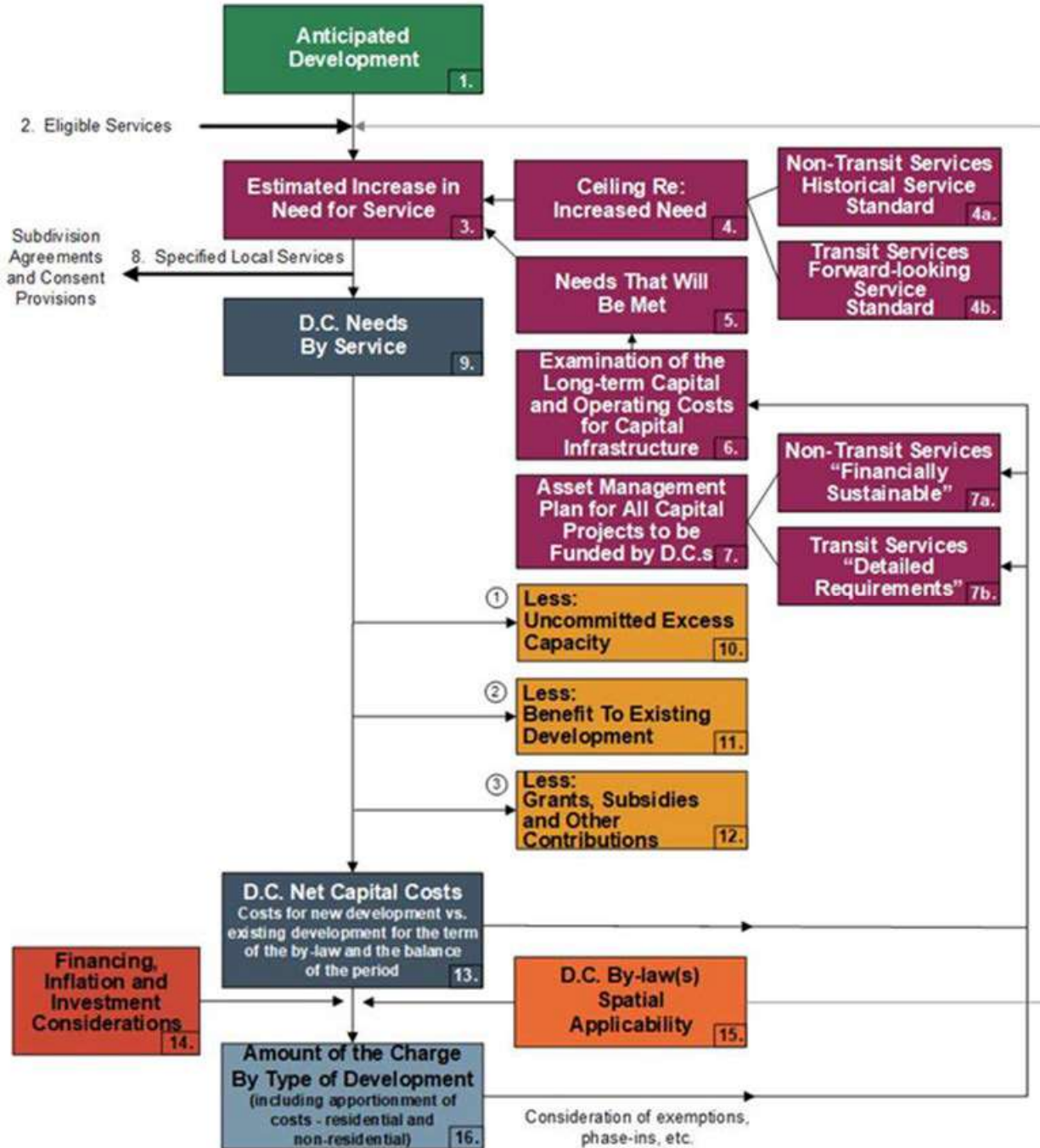




Table 4-1  
Categories of Municipal Services to be Addressed as Part of the Calculation

Eligibility for Inclusion in the D.C. Calculation	Description
Yes	Municipality provides the service – service has been included in the D.C. calculation.
No	Municipality provides the service – service has not been included in the D.C. calculation.
n/a	Municipality does not provide the service.
Ineligible	Service is ineligible for inclusion in the D.C. 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
	Yes	1.3 Bridges, culverts and roundabouts	100
	No	1.4 Local municipal roads	0
	Yes	1.5 Traffic signals	100
	Yes	1.6 Sidewalks and streetlights	100
	Yes	1.7 Active transportation	100
2. Other Transportation Services	n/a	2.1 Transit vehicles <sup>1</sup> & facilities	100
	n/a	2.2 Other transit infrastructure	100
	Ineligible	2.3 Municipal parking spaces - indoor	0
	Ineligible	2.4 Municipal parking spaces - outdoor	0
	Yes	2.5 Works yards	100
	Yes	2.6 Rolling stock <sup>1</sup>	100
	n/a	2.7 Ferries	100
	ineligible	2.8 Airport	100**

<sup>1</sup>with 7+ year lifetime

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

\*\*Airports only eligible for the Region of Waterloo



Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery %
3. Stormwater Drainage and Control Services	Yes	3.1 Main channels and drainage trunks	100
	Yes	3.2 Channel connections	100
	Yes	3.3 Retention/detention ponds	100
4. Fire Protection Services	Yes	4.1 Fire stations	100
	Yes	4.2 Fire pumpers, tankers, aerials, and rescue vehicles, etc. <sup>1</sup>	100
	Yes	4.3 Small equipment and gear	100
5. Parks 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	100
	Yes	5.3 Development of district parks	100
	Yes	5.4 Development of municipal-wide parks	100
	Yes	5.5 Development of special purpose parks	100
	Yes	5.6 Parks rolling stock <sup>1</sup> and yards	100
6. Recreation Services	Yes	6.1 Arenas, indoor pools, fitness facilities, community centres, etc. (including land)	100
	Yes	6.2 Recreation vehicles and equipment <sup>1</sup>	100
7. Library Services	Yes	7.1 Public library space (incl. furniture and equipment)	100
	n/a	7.2 Library vehicles <sup>1</sup>	100
	Yes	7.3 Library materials	100
8. Emergency Preparedness Services	No	8.1 Facility space (incl. furniture and equipment)	100
	No	8.2 Vehicles <sup>1</sup>	100
	No	8.3 Equipment	100
9. Electrical Power Services	Ineligible	9.1 Electrical substations	0
	Ineligible	9.2 Electrical distribution system	0
	Ineligible	9.3 Electrical system rolling stock	0

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<sup>1</sup>with 7+ year lifetime



Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery %
10. Provision of Cultural, Entertainment and Tourism Facilities and Convention Centres	Ineligible	10.1 Cultural space (e.g. art galleries, museums, and theatres)	0
	Ineligible	10.2 Tourism facilities and convention centres	0
11. Wastewater Services	Yes	11.1 Treatment plants	100
	Yes	11.2 Sewage trunks	100
	No	11.3 Local systems	0
	n/a	11.4 Vehicles and equipment <sup>1</sup>	100
12. Water Supply Services	Yes	12.1 Treatment plants	100
	Yes	12.2 Distribution systems	100
	No	12.3 Local systems	0
	n/a	12.4 Vehicles and equipment <sup>1</sup>	100
13. Waste Management Services	Ineligible	13.1 Landfill collection, transfer vehicles and equipment	0
	Ineligible	13.2 Landfills and other disposal facilities	0
	n/a	13.3 Waste diversion facilities	100
	n/a	13.4 Waste diversion vehicles and equipment <sup>1</sup>	100
14. Policing Services	n/a	14.1 Police detachments	100
	n/a	14.2 Police rolling stock <sup>1</sup>	100
	n/a	14.3 Small equipment and gear	100
15. Long-term Care	n/a	15.1 Homes for the aged space	100
	n/a	15.2 Vehicles <sup>1</sup>	100
16. Child Care and Early Years	n/a	16.1 Childcare and Early Years space	100
	n/a	16.2 Vehicles <sup>1</sup>	100
	n/a	16.3 Equipment	100
17. Public Health	n/a	17.1 Public Health space	100
	n/a	17.2 Public Health vehicles <sup>1</sup>	100
18. Housing Services	n/a	18.1 Housing Services space	100

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<sup>1</sup>with 7+ year lifetime



Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery %
19. <i>Provincial Offences Act</i> (P.O.A.)	n/a n/a	19.1 P.O.A. space 19.1 P.O.A. vehicles and equipment <sup>1</sup>	100 100
20. Social Services	ineligible	20.1 Social service space	0
21. Ambulance Services	n/a n/a n/a	21.1 Ambulance station space 21.2 Vehicles <sup>1</sup> 21.3 Equipment and gear	100 100 100
22. Hospital Provision	Ineligible	22.1 Hospital capital contributions	0
23. Provision of Headquarters for the General Administration of Municipalities and Area Municipal Boards	Ineligible Ineligible Ineligible	23.1 Office space 23.2 Office furniture 23.3 Computer equipment	0 0 0
24. Other	Yes  Yes	24.1 Studies in connection with acquiring buildings, rolling stock, materials, and equipment, and improving land <sup>2</sup> and facilities, including the D.C. background study cost 24.2 Interest on money borrowed to pay for growth-related capital	  0-100 0-100

<sup>1</sup>with a 7+ year lifetime

<sup>2</sup>same percentage as service component to which it pertains

## 4.4 Local Service Policy

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 detailed Local Service Policy is provided in Appendix E.



## 4.5 Capital Forecast

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Paragraph 7 of 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.

In order for an increase in need for service to be included in the D.C. calculation, Town Council must indicate “that it intends to ensure that such an increase in need will be met” (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, section 3). The capital program contained herein reflects the Town’s approved and proposed capital budgets and master servicing/needs studies.

## 4.6 Treatment of Credits

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Section 8, paragraph 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.” Section 17, paragraph 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

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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. There are no outstanding credit obligations to be included in the D.C. calculations.

## 4.7 Classes of Services

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Section 7 of the D.C.A. states that a D.C. by-law may provide for any D.C. eligible service or the capital costs with respect to those services. Further, a class may be composed of any number or combination of services and may include parts or portions of each D.C. eligible services. With respect to growth-related studies, Section 7(3) of the D.C.A. states that:

*“For greater certainty, a development charge by-law may provide for a class consisting of studies in respect of any service listed in subsection 2 (4) whose capital costs are described in paragraphs 5 and 6 of subsection 5 (3).”*

These provisions allow for services to be grouped together to create a class for the purposes of the D.C. by-law and D.C. reserve funds. The D.C. calculations and by-law provided herein include the following classes: public works (facilities and fleet) and growth studies. This class is comprised of the following services:

- Public Works – Facilities, fleet, and equipment
  - Services Related to a Highway;
  - Stormwater Services;
  - Wastewater Services; and
  - Water Services.
- Growth Studies
  - Services Related to a Highway;
  - Parks and Recreation services;
  - Fire Protection Services;
  - Library Services;
  - Stormwater Services;
  - Wastewater Services;
  - Water Services; and
  - Emergency Preparedness.





## 4.8 Existing Reserve Funds

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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 7 of subsection 5 (1).”

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

For services that are subject to a per-capita-based, service level “cap,” the reserve fund balance should be applied against the development-related costs for which the charge was imposed once the project is constructed (i.e. the needs of recent growth). This cost component is distinct from the development-related costs for the next 10-year period, which underlie the D.C. calculation herein.

The alternative would involve the Town spending all reserve fund monies prior to renewing each by-law, which would not be a sound basis for capital budgeting. Thus, the Town will use these reserve funds for the Town’s cost share of applicable development-related projects, which are required but have not yet been undertaken, as a way of directing the funds to the benefit of the development which contributed them (rather than to future development, which will generate the need for additional facilities directly proportionate to future growth).

The Town’s D.C. reserve fund balance<sup>1</sup>, by service as of December 31, 2019, adjusted to account for outstanding commitments, is shown below:

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<sup>1</sup> Reserve balance to be combined with Administration Studies.



Service	2019 Year End Balances	Commitments	Adjusted Year End Balance
Services Related to a Highway	\$2,389,245.28		\$2,389,245.28
Parking	\$97,933.95		\$97,933.95
Fire Protection Services	\$874,853.42	(\$66,300.00)	\$808,553.42
Recreation Services	\$1,264,423.50		\$1,264,423.50
Library Services	\$1,199,888.02		\$1,199,888.02
Growth Studies	\$514,412.72		\$514,412.72
Stormwater Drainage and Control Services	\$0.00	(\$227,722.00)	(\$227,722.00)
Wastewater Services	\$570,736.05	\$227,722.00	\$798,458.05
Water Services	\$966,019.09		\$966,019.09
<b>Total</b>	<b>\$7,877,512.03</b>	<b>(\$66,300.00)</b>	<b>\$7,811,212.03</b>

Note: Amounts in brackets are deficit balances.

## 4.9 Deductions

The D.C.A. 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; and
- anticipated grants, subsidies, and other contributions.

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

### 4.9.1 Reduction Required by Level of Service Ceiling

This is designed to ensure that the increase in need included in section 4.3 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 municipality over the 10-year period immediately preceding the preparation of the background study.” O. Reg. 82.98 (section 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.”

In many cases, this can be done by establishing a quantity measure in terms of units as floor area, land area or road length per capita and a quality measure, in terms of the



average cost of providing such units based on replacement costs, engineering standards or recognized performance measurement systems, depending on circumstances. When the quantity and quality factor are multiplied together, they produce a measure of the level of service, which meets the requirements of the Act, i.e. cost per unit.

With respect to transit services, the changes to the Act as a result of Bill 73 have provided for an alternative method for calculating the services' standard ceiling. Transit services must now utilize a forward-looking service standard analysis, described later in this section.

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

#### ***4.9.2 Reduction for Uncommitted Excess Capacity***

Paragraph 5 of 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."

"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.

#### ***4.9.3 Reduction for Benefit to Existing Development***

Section 5 (1) 6 of the D.C.A. provides that, "The increase in the need for service must be reduced by the extent to which an increase in service to meet the increased need would benefit existing development." The general guidelines used to consider benefit to existing development included:

- the repair or unexpanded replacement of existing assets that are in need of repair;



- an increase in average service level of quantity or quality (compare water as an example);
- the elimination of a chronic servicing problem not created by growth; and
- providing services where none previously existed (generally considered for water or wastewater services).

This step involves a further reduction in the need, by the extent to which such an increase in service would benefit existing development. The level of service cap in section 4.4 is related but is not the identical requirement. Sanitary, storm and water trunks are highly localized to growth areas and can be more readily allocated in this regard than other services such as services related to a highway, which do not have a fixed service area.

Where existing development has an adequate service level that 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 Town-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.



#### **4.9.4 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 (including direct developer contributions required due to the local service policy) made or anticipated by Council and in accordance with various rules such as the attribution between the share related to new vs. existing development. That is, some grants and contributions may not specifically be applicable to growth or where Council targets fundraising as a measure to offset impacts on taxes (O. Reg. 82/98, section 6).

### **4.10 Municipal-wide vs. Area Rating**

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This step involves determining whether all of the subject costs are to be recovered on a uniform municipal-wide basis or whether some or all are to be recovered on an area-specific basis. Under the amended D.C.A., it is now mandatory to “consider” area-rating of services (providing charges for specific areas and services); however, it is not mandatory to implement area rating. Further discussion is provided in section 7.4.4.

### **4.11 Allocation of Development**

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This step involves relating the costs involved to anticipated development for each period under consideration and using allocations between residential and non-residential development and between one type of development and another, to arrive at a schedule of charges.

### **4.12 Asset Management**

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The new legislation now requires that a D.C. background study must include an asset management plan (s. 10 (2) c.2). The asset management plan (A.M.P.) must deal with all assets that are proposed to be funded, in whole or in part, by D.C.s. The current regulations provide very extensive and specific requirements for the A.M.P. related to transit services (as noted in the subsequent subsection); however, they are silent with respect to how the A.M.P. is to be provided for all other services. As part of any A.M.P., the examination should be consistent with the municipality’s existing assumptions,



approaches and policies on asset management planning. This examination has been included in Appendix F.

## 4.13 Transit

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The most significant changes to the Act relate to the transit service. These changes relate to four areas of the calculations, as follows:

- A. Transit no longer requires the statutory 10% mandatory deduction from the net capital cost (s. 5.2 (i) of the D.C.A.).
- B. The background study requires the following in regard to transit costs (as per s. 8 (2) of the Regulations):
  1. The calculations that were used to prepare the estimate for the planned level of service for the transit services, as mentioned in s. 5.2 (3) of the Act.
  2. An identification of the portion of the total estimated capital cost relating to the transit services that would benefit,
    - i. the anticipated development over the 10-year period immediately following the preparation of the background study, or
    - ii. the anticipated development after the 10-year period immediately following the preparation of the background study.
  3. An identification of the anticipated excess capacity that would exist at the end of the 10-year period immediately following the preparation of the background study.
  4. An assessment of ridership forecasts for all modes of transit services proposed to be funded by the D.C. over the 10-year period immediately following the preparation of the background study, categorized by development types, and whether the forecast ridership will be from existing or planned development.
  5. An assessment of the ridership capacity for all modes of transit services proposed to be funded by the D.C. over the 10-year period immediately following the preparation of the background study.



C. A new forward-looking service standard (as per s. 6.1 (2) of the Regulations):

1. The service is a discrete service.
2. No portion of the service that is intended to benefit anticipated development after the 10-year period immediately following the preparation of the background study may be included in the estimate.
3. No portion of the service that is anticipated to exist as excess capacity at the end of the 10-year period immediately following the preparation of the background study may be included in the estimate.

D. A very detailed asset management strategy and reporting requirements (s. 6.1 (3) of the Regulation) that includes lifecycle costs, action plans that will enable the assets to be sustainable, summary of how to achieve the proposed level of service, discussion on procurement measures and risk.

The Town does not currently provide transit services, nor does it intend to do so in the near future. Therefore, the above calculations and reporting requirements are not required.



# Chapter 5

## D.C.-Eligible Cost Analysis by Service and Class of Service





## 5. D.C.-Eligible Cost Analysis by Service and Class of Service

### 5.1 Introduction

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This chapter outlines the basis for calculating eligible costs for the D.C.s to be applied on a uniform basis. In each case, the required calculation process set out in s. 5 (1) paragraphs 2 to 7 in the D.C.A. and described in Chapter 4 was followed in determining D.C.-eligible costs.

The nature of the capital projects and timing identified in the chapter reflects Council's current intention. Over time, however, Town 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.

### 5.2 Service Levels and 10-Year Capital Costs for D.C. Calculation

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This section evaluates the development-related capital requirements for parks & recreation services, library services and growth studies over a 10-year planning period. 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. For the growth studies class of service, the infrastructure cost calculation, which determines the potential D.C. recoverable cost is also provided.

#### 5.2.1 Growth Studies

The D.C.A. permits the inclusion of studies undertaken to facilitate the completion of the Town's capital works program. As discussed in Section 4.7, these studies have been allocated as a class of services based on each service to which the study relates.

For planning related studies, a deduction of 10% has been applied to recognize the extent to which the studies relate to non-D.C.-eligible services. All planning studies and



the D.C. studies have been allocated to the classes of services based on the proportion of the total net growth-related capital costs as follows:

- Water Services – 6%
- Wastewater Services – 5%
- Stormwater Services – 12%
- Services Related to a Highway – 36%
- Parks and Recreation Services – 22%
- Fire Protection Services - 12%
- Library Services – 7%

The following provides a list of the planning and D.C. studies included in the calculations:

- Community Planning Study (Main St. E. Corridor);
- Community Planning Study (Downtown Secondary Plan);
- Community Planning Study (Main St. W.);
- Community Planning Study (Grimsby Secondary School Area);
- Official Plan Updates;
- Official Plan Amendments;
- Environmental Master Plan;
- Urban Design Guidelines Study; and
- Development Charge Studies.

Other studies have been allocated between eligible D.C. services in the following manner:

- Servicing Studies (10% to water, 8% to wastewater, 22% stormwater, and 60% to services related to a highway).
- Trails and Bicycling Master Plan (60% to services related to a highway and 40% to parks and recreation).
- Environmental Master Plan (33% to water, 33% to wastewater and 34% to stormwater).
- Climate Mitigation and Adaptation Study (25% each to water, wastewater, stormwater, and services related to a highway).



- Downtown Community Improvement Plan Update (20% each to water, wastewater, stormwater, services related to a highway, and parks & recreation).

The remainder of the growth-related studies are service specific including:

- Sub-Watershed Studies (100% to stormwater);
- Parks, Recreation and Culture Master Plan Midpoint Update (100% to parks and recreation);
- Parks, Recreation and Culture Master Plan (100% to parks and recreation);
- Grimsby on the Lake Waterfront Park Master Plan (100% to parks and recreation);
- Transportation Study Update – Casablanca/QEW (100% to services related to a highway);
- Grimsby Transportation Master Plan - including Active Transportation, QEW/Hunter Road AT Overpass (100% to services related to a highway);
- Fire Master Plan (100% to fire);
- Emergency Preparedness Study Update (100% to emergency preparedness); and
- Library Space Needs/Feasibility Study (100% to library).

The cost of these studies is \$3,750,970, of which \$899,640 is attributable to existing benefit. A deduction of \$213,300 has been made to recognize the portion of planning studies related to D.C.-ineligible services. In addition, a deduction of \$514,413 for the existing reserve fund balance has been made. The net growth-related capital cost is therefore \$2,122,647 and has been included in the D.C. calculation.

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



### Infrastructure Costs Included in the Development Charges Calculation

Town of Grimsby  
Class of Service: Growth Studies

Prj. No.	Increased Service Needs Attributable to Anticipated Development	Service to Which Project Relates	Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions (to recognize benefit to non-D.C. services)	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development			
								Total	Residential Share	Non-Residential Share		
									75%	25%		
<b>Shared Studies:</b>												
<b>Development Charge Study:</b>												
1												
1a	Development Charge Study	Water Services	2020	4,420	-	-	4,420	-	-	4,420	3,315	1,105
1b	Development Charge Study	Wastewater Services	2020	3,520	-	-	3,520	-	-	3,520	2,640	880
1c	Development Charge Study	Stormwater Services	2020	9,850	-	-	9,850	-	-	9,850	7,388	2,463
1d	Development Charge Study	Services Related to a Highway	2020	26,040	-	-	26,040	-	-	26,040	19,530	6,510
1e	Development Charge Study	Parks & Recreation Services	2020	16,060	-	-	16,060	-	-	16,060	12,045	4,015
1f	Development Charge Study	Fire Protection Services	2020	6,100	-	-	6,100	-	-	6,100	4,575	1,525
1g	Development Charge Study	Library Services	2020	4,010	-	-	4,010	-	-	4,010	3,008	1,003
	<b>Sub-Total</b>			<b>70,000</b>	-	-	<b>70,000</b>	-	-	<b>70,000</b>	<b>52,500</b>	<b>17,500</b>
<b>Development Charge Study:</b>												
2												
2a	Development Charge Study	Water Services	2025	4,430	-	-	4,430	-	-	4,430	3,323	1,108
2b	Development Charge Study	Wastewater Services	2025	3,520	-	-	3,520	-	-	3,520	2,640	880
2c	Development Charge Study	Stormwater Services	2025	9,850	-	-	9,850	-	-	9,850	7,388	2,463
2d	Development Charge Study	Services Related to a Highway	2025	26,040	-	-	26,040	-	-	26,040	19,530	6,510
2e	Development Charge Study	Parks & Recreation Services	2025	16,060	-	-	16,060	-	-	16,060	12,045	4,015
2f	Development Charge Study	Fire Protection Services	2025	6,100	-	-	6,100	-	-	6,100	4,575	1,525
2g	Development Charge Study	Library Services	2025	4,000	-	-	4,000	-	-	4,000	3,000	1,000
	<b>Sub-Total</b>			<b>70,000</b>	-	-	<b>70,000</b>	-	-	<b>70,000</b>	<b>52,500</b>	<b>17,500</b>
<b>Servicing Studies:</b>												
3												
3a	Servicing Studies	Water Services	2020-2029	7,060	-	-	7,060	1,770	-	5,290	3,968	1,323
3b	Servicing Studies	Wastewater Services	2020-2029	5,620	-	-	5,620	1,410	-	4,210	3,158	1,053
3c	Servicing Studies	Stormwater Services	2020-2029	15,740	-	-	15,740	3,940	-	11,800	8,850	2,950
3d	Servicing Studies	Services Related to a Highway	2020-2029	41,580	-	-	41,580	10,400	-	31,180	23,385	7,795
	<b>Sub-Total</b>			<b>70,000</b>	-	-	<b>70,000</b>	<b>17,520</b>	-	<b>52,480</b>	<b>39,360</b>	<b>13,120</b>
<b>Trails and Bicycling Master Plan:</b>												
4												
4a	Trails and Bicycling Master Plan	Services Related to a Highway	2021-2022	60,000	-	-	60,000	15,000	-	45,000	33,750	11,250
4b	Trails and Bicycling Master Plan	Parks & Recreation Services	2021-2022	40,000	-	-	40,000	10,000	-	30,000	22,500	7,500
	<b>Sub-Total</b>			<b>100,000</b>	-	-	<b>100,000</b>	<b>25,000</b>	-	<b>75,000</b>	<b>56,250</b>	<b>18,750</b>



### Infrastructure Costs Included in the Development Charges Calculation

Town of Grimsby  
Class of Service: Growth Studies

Prj. No.	Increased Service Needs Attributable to Anticipated Development	Service to Which Project Relates	Timing (year)	Gross Capital Cost Estimate (2020\$)	Post-Period Benefit	Other Deductions (to recognize benefit to non-D.C. services)	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development			
								Total	Residential Share	Non-Residential Share		
5	<b>2020-2029</b>											
5a	Community Planning Study (Main St. E. Corridor)	Water Services	2021	17,370	-	1,700	15,670	-	-	15,670	11,753	3,918
5b	Community Planning Study (Main St. E. Corridor)	Wastewater Services	2021	13,830	-	1,400	12,430	-	-	12,430	9,323	3,108
5c	Community Planning Study (Main St. E. Corridor)	Stormwater Services	2021	38,710	-	3,900	34,810	-	-	34,810	26,108	8,703
5d	Community Planning Study (Main St. E. Corridor)	Services Related to a Highway	2021	102,280	-	10,200	92,080	-	-	92,080	69,060	23,020
5e	Community Planning Study (Main St. E. Corridor)	Parks & Recreation Services	2021	63,110	-	6,300	56,810	-	-	56,810	42,608	14,203
5f	Community Planning Study (Main St. E. Corridor)	Fire Protection Services	2021	23,980	-	2,400	21,580	-	-	21,580	16,185	5,395
5g	Community Planning Study (Main St. E. Corridor)	Library Services	2021	15,720	-	1,600	14,120	-	-	14,120	10,590	3,530
	<b>Sub-Total</b>			<b>275,000</b>	<b>-</b>	<b>27,500</b>	<b>247,500</b>	<b>-</b>	<b>-</b>	<b>247,500</b>	<b>185,625</b>	<b>61,875</b>
6	<b>Community Planning Study (Downtown Secondary Plan):</b>											
6a	Community Planning Study (Downtown Secondary Plan)	Water Services	2022	20,530	-	2,050	18,480	-	-	18,480	13,860	4,620
6b	Community Planning Study (Downtown Secondary Plan)	Wastewater Services	2022	16,350	-	1,640	14,710	-	-	14,710	11,033	3,678
6c	Community Planning Study (Downtown Secondary Plan)	Stormwater Services	2022	45,750	-	4,580	41,170	-	-	41,170	30,878	10,293
6d	Community Planning Study (Downtown Secondary Plan)	Services Related to a Highway	2022	120,880	-	12,090	108,790	-	-	108,790	81,593	27,198
6e	Community Planning Study (Downtown Secondary Plan)	Parks & Recreation Services	2022	74,580	-	7,460	67,120	-	-	67,120	50,340	16,780
6f	Community Planning Study (Downtown Secondary Plan)	Fire Protection Services	2022	28,340	-	2,830	25,510	-	-	25,510	19,133	6,378
6g	Community Planning Study (Downtown Secondary Plan)	Library Services	2022	18,570	-	1,850	16,720	-	-	16,720	12,540	4,180
	<b>Sub-Total</b>			<b>325,000</b>	<b>-</b>	<b>32,500</b>	<b>292,500</b>	<b>-</b>	<b>-</b>	<b>292,500</b>	<b>219,375</b>	<b>73,125</b>



### Infrastructure Costs Included in the Development Charges Calculation

Town of Grimsby  
Class of Service: Growth Studies

Prj. No.	Increased Service Needs Attributable to Anticipated Development	Service to Which Project Relates	Timing (year)	Gross Capital Cost Estimate (2020\$)	Post-Period Benefit	Other Deductions (to recognize benefit to non-D.C. services)	Net Capital Cost	Less:		Potential D.C. Recoverable Cost				
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development					
	<b>Sub-Total</b>			<b>325,000</b>	-	<b>32,500</b>	<b>292,500</b>	-	-	<b>292,500</b>	<b>75%</b>	<b>219,375</b>	<b>25%</b>	<b>73,125</b>
7	<b>Community Planning Study (Main St. W.):</b>													
7a	Community Planning Study (Main St. W.)	Water Services	2023-2025	14,210	-	1,420	12,790	11,510	-	1,280	960	320		
7b	Community Planning Study (Main St. W.)	Wastewater Services	2023-2025	11,320	-	1,130	10,190	9,170	-	1,020	765	255		
7c	Community Planning Study (Main St. W.)	Stormwater Services	2023-2025	31,680	-	3,170	28,510	25,660	-	2,850	2,138	713		
7d	Community Planning Study (Main St. W.)	Services Related to a Highway	2023-2025	83,680	-	8,370	75,310	67,780	-	7,530	5,648	1,883		
7e	Community Planning Study (Main St. W.)	Parks & Recreation Services	2023-2025	51,630	-	5,160	46,470	41,820	-	4,650	3,488	1,163		
7f	Community Planning Study (Main St. W.)	Fire Protection Services	2023-2025	19,620	-	1,960	17,660	15,890	-	1,770	1,328	443		
7g	Community Planning Study (Main St. W.)	Library Services	2023-2025	12,860	-	1,290	11,570	10,410	-	1,160	870	290		
	<b>Sub-Total</b>			<b>225,000</b>	-	<b>22,500</b>	<b>202,500</b>	<b>182,240</b>	-	<b>20,260</b>	<b>15,195</b>	<b>5,065</b>		
8	<b>Community Planning Study (Grimsby Secondary School Area):</b>													
8a	Community Planning Study (Grimsby Secondary School Area)	Water Services	2021-2022	18,950	-	1,900	17,050	-	-	17,050	12,788	4,263		
8b	Community Planning Study (Grimsby Secondary School Area)	Wastewater Services	2021-2022	15,090	-	1,500	13,590	-	-	13,590	10,193	3,398		
8c	Community Planning Study (Grimsby Secondary School Area)	Stormwater Services	2021-2022	42,230	-	4,200	38,030	-	-	38,030	28,523	9,508		
8d	Community Planning Study (Grimsby Secondary School Area)	Services Related to a Highway	2021-2022	111,580	-	11,200	100,380	-	-	100,380	75,285	25,095		
8e	Community Planning Study (Grimsby Secondary School Area)	Parks & Recreation Services	2021-2022	68,850	-	6,900	61,950	-	-	61,950	46,463	15,488		
8f	Community Planning Study (Grimsby Secondary School Area)	Fire Protection Services	2021-2022	26,160	-	2,600	23,560	-	-	23,560	17,670	5,890		
8g	Community Planning Study (Grimsby Secondary School Area)	Library Services	2021-2022	17,140	-	1,700	15,440	-	-	15,440	11,580	3,860		
	<b>Sub-Total</b>			<b>300,000</b>	-	<b>30,000</b>	<b>270,000</b>	-	-	<b>270,000</b>	<b>202,500</b>	<b>67,500</b>		



### Infrastructure Costs Included in the Development Charges Calculation

Town of Grimsby  
Class of Service: Growth Studies

Prj. No.	Increased Service Needs Attributable to Anticipated Development	Service to Which Project Relates	Timing (year)	Gross Capital Cost Estimate (2020\$)	Post-Period Benefit	Other Deductions (to recognize benefit to non-D.C. services)	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
9	<b>Official Plan Amendment:</b>											
9a	Official Plan Amendment	Water Services	2022	4,740	-	474	4,266	1,070		3,196	2,397	799
9b	Official Plan Amendment	Wastewater Services	2022	3,770	-	377	3,393	850		2,543	1,907	636
9c	Official Plan Amendment	Stormwater Services	2022	10,560	-	1,056	9,504	2,380		7,124	5,343	1,781
9d	Official Plan Amendment	Services Related to a Highway	2022	27,890	-	2,789	25,101	6,280		18,821	14,116	4,705
9e	Official Plan Amendment	Parks & Recreation Services	2022	17,210	-	1,721	15,489	3,870		11,619	8,714	2,905
9f	Official Plan Amendment	Fire Protection Services	2022	6,540	-	654	5,886	1,470		4,416	3,312	1,104
9g	Official Plan Amendment	Library Services	2022	4,290	-	429	3,861	970		2,891	2,168	723
	<b>Sub-Total</b>			<b>75,000</b>	<b>-</b>	<b>7,500</b>	<b>67,500</b>	<b>16,890</b>	<b>-</b>	<b>50,610</b>	<b>37,958</b>	<b>12,653</b>
10	<b>Official Plan Update:</b>											
10a	Official Plan Update	Water Services	2024	12,630	-	1,300	11,330	2,830		8,500	6,375	2,125
10b	Official Plan Update	Wastewater Services	2024	10,060	-	1,000	9,060	2,270		6,790	5,093	1,698
10c	Official Plan Update	Stormwater Services	2024	28,160	-	2,800	25,360	6,340		19,020	14,265	4,755
10d	Official Plan Update	Services Related to a Highway	2024	74,390	-	7,400	66,990	16,750		50,240	37,680	12,560
10e	Official Plan Update	Parks & Recreation Services	2024	45,900	-	4,600	41,300	10,330		30,970	23,228	7,743
10f	Official Plan Update	Fire Protection Services	2024	17,440	-	1,700	15,740	3,940		11,800	8,850	2,950
10g	Official Plan Update	Library Services	2024	11,420	-	1,100	10,320	2,580		7,740	5,805	1,935
	<b>Sub-Total</b>			<b>200,000</b>	<b>-</b>	<b>19,900</b>	<b>180,100</b>	<b>45,040</b>	<b>-</b>	<b>135,060</b>	<b>101,295</b>	<b>33,765</b>
11	<b>Official Plan Amendment:</b>											
11a	Official Plan Amendment	Water Services	2027	4,740	-	474	4,266	1,070		3,196	2,397	799
11b	Official Plan Amendment	Wastewater Services	2027	3,770	-	377	3,393	850		2,543	1,907	636
11c	Official Plan Amendment	Stormwater Services	2027	10,560	-	1,056	9,504	2,380		7,124	5,343	1,781
11d	Official Plan Amendment	Services Related to a Highway	2027	27,890	-	2,789	25,101	6,280		18,821	14,116	4,705
11e	Official Plan Amendment	Parks & Recreation Services	2027	17,210	-	1,721	15,489	3,870		11,619	8,714	2,905
11f	Official Plan Amendment	Fire Protection Services	2027	6,540	-	654	5,886	1,470		4,416	3,312	1,104
11g	Official Plan Amendment	Library Services	2027	4,290	-	429	3,861	970		2,891	2,168	723
	<b>Sub-Total</b>			<b>75,000</b>	<b>-</b>	<b>7,500</b>	<b>67,500</b>	<b>16,890</b>	<b>-</b>	<b>50,610</b>	<b>37,958</b>	<b>12,653</b>



### Infrastructure Costs Included in the Development Charges Calculation

Town of Grimsby  
Class of Service: Growth Studies

Prj. No.	Increased Service Needs Attributable to Anticipated Development	Service to Which Project Relates	Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions (to recognize benefit to non-D.C. services)	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development			
12	<b>Official Plan Update:</b>											
12a	Official Plan Update	Water Services	2029	12,630	-	1,300	11,330	2,830		8,500	6,375	2,125
12b	Official Plan Update	Wastewater Services	2029	10,060	-	1,000	9,060	2,270		6,790	5,093	1,698
12c	Official Plan Update	Stormwater Services	2029	28,160	-	2,800	25,360	6,340		19,020	14,265	4,755
12d	Official Plan Update	Services Related to a Highway	2029	74,390	-	7,400	66,990	16,750		50,240	37,680	12,560
12e	Official Plan Update	Parks & Recreation Services	2029	45,900	-	4,600	41,300	10,330		30,970	23,228	7,743
12f	Official Plan Update	Fire Protection Services	2029	17,440	-	1,700	15,740	3,940		11,800	8,850	2,950
12g	Official Plan Update	Library Services	2029	11,420	-	1,100	10,320	2,580		7,740	5,805	1,935
	<b>Sub-Total</b>			<b>200,000</b>	-	<b>19,900</b>	<b>180,100</b>	<b>45,040</b>	-	<b>135,060</b>	<b>101,295</b>	<b>33,765</b>
13	<b>Environmental Master Plan/ Environmental Sustainability Study:</b>											
13a	Environmental Master Plan/ Environmental Sustainability Study	Water Services	2022	66,670	-		66,670	33,340		33,330	24,998	8,333
13b	Environmental Master Plan/ Environmental Sustainability Study	Wastewater Services	2022	66,670	-		66,670	33,340		33,330	24,998	8,333
13c	Environmental Master Plan/ Environmental Sustainability Study	Stormwater Services	2022	66,660	-		66,660	33,330		33,330	24,998	8,333
	<b>Sub-Total</b>			<b>200,000</b>	-	-	<b>200,000</b>	<b>100,010</b>	-	<b>99,990</b>	<b>74,993</b>	<b>24,998</b>
14	<b>Urban Design Guidelines Study:</b>											
14a	Urban Design Guidelines Study	Water Services	2022-2024	15,790	-	1,600	14,190	-		14,190	10,643	3,548
14b	Urban Design Guidelines Study	Wastewater Services	2022-2024	12,580	-	1,300	11,280	-		11,280	8,460	2,820
14c	Urban Design Guidelines Study	Stormwater Services	2022-2024	35,200	-	3,500	31,700	-		31,700	23,775	7,925
14d	Urban Design Guidelines Study	Services Related to a Highway	2022-2024	92,980	-	9,300	83,680	-		83,680	62,760	20,920
14e	Urban Design Guidelines Study	Parks & Recreation Services	2022-2024	57,370	-	5,700	51,670	-		51,670	38,753	12,918
14f	Urban Design Guidelines Study	Fire Protection Services	2022-2024	21,800	-	2,200	19,600	-		19,600	14,700	4,900
14g	Urban Design Guidelines Study	Library Services	2022-2024	14,280	-	1,400	12,880	-		12,880	9,660	3,220
	<b>Sub-Total</b>			<b>250,000</b>	-	<b>25,000</b>	<b>225,000</b>	-	-	<b>225,000</b>	<b>168,750</b>	<b>56,250</b>









## **5.2.2 Library Services**

The Town has one library location that provides 16,000 sq.ft. of space. Based on the space provided over the past 10 years, the historical average level of service provided by the Town equates to an investment of \$284 per capita. This level of service provides the Town with a maximum D.C.-eligible amount for recovery over the forecast period of \$888,511.

In addition, the library currently has 308,318 collection materials. These collection items include various materials including books, periodicals, audio CD's, DVD's, E-Audio and online database/digital resources. Currently, the collection has a total replacement value of approximately \$17.6 million. Over the historical 10-year period (2010-2019), the average level of service has been 5.43 items or \$273 per capita. This provides a D.C.-eligible amount of \$853,310 for the 10-year forecast period.

In total, the service standard provides for a maximum D.C.-eligible amount of \$1,741,820.

The Town has included provisions for additional facility space in the amount of \$2 million and a library kiosk (holds locker) in the amount of \$55,000. In addition, provisions for additional collection materials has been included totaling \$886,000 to service future growth. After deducting the existing reserve fund balance of \$1,199,888, the growth-related amount being included in the D.C. calculations equals \$1,741,112.

While library services are predominantly residential based, there is some use of the facilities by non-residential users, for the purpose of research. To acknowledge this use, the capital costs have been allocated 95% residential and 5% non-residential.



### Infrastructure Costs Included in the Development Charges Calculation

Town of Grimsby  
Service Library Services

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost			
							Benefit to Existing Developments	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share	
	<b>Facilities:</b>											
1	Provision for Library Facilities	2025-2029	2,000,000	-		2,000,000	-			2,000,000	1,900,000	100,000
2	Kiosk - holds locker	2021-2029	55,000	-		55,000	-			55,000	52,250	2,750
	<b>Collection:</b>											
3	Provision for Library Materials	2020-2024	443,000	-		443,000	-			443,000	420,850	22,150
4	Provision for Library Materials	2025-2029	443,000	-		443,000	-			443,000	420,850	22,150
	<b>Reserve Fund Adjustment:</b>											
5	Reserve Fund Adjustment		-	-		-	1,199,888			(1,199,888)	(1,139,894)	(59,994)
	<b>Total</b>		<b>2,941,000</b>	<b>-</b>	<b>-</b>	<b>2,941,000</b>	<b>1,199,888</b>	<b>-</b>	<b>1,741,112</b>	<b>1,654,056</b>	<b>87,056</b>	



### **5.2.3 Parks and Recreation Services**

The Town currently has 187.65 acres of parkland within its jurisdiction. This parkland consists of various sized neighbourhood and community parks. The average level of service over the 10-year historical period (2010-2019) is 6 acres of parkland and 3.5 parkland amenities items per 1,000 people. Including parkland and parkland amenities (e.g. ball diamonds, tennis courts, soccer fields, picnic shelters and playground equipment, etc.) the level of service provided over the historical 10-year period is \$390 per capita, which equates to a D.C.-eligible amount of approximately \$1.75 million.

With respect to recreation facilities, the Town of Grimsby currently provides services from a number of facilities which include 204,282 sq.ft. of building space. The average historical level of service for the previous ten years equates to approximately 7.4 sq.ft. of space per capita or an investment of \$1,625 per capita. This service standard provides a D.C.-eligible amount of \$5,085,783.

The Town services the parks and recreation facilities with various vehicles and equipment. The inventory provides for a per capita standard of \$49. Over the forecast period, this provides for an additional D.C.-eligible amount of \$153,258.

In total the historical parks and recreation service standard equates to \$6,992,439.

Based on the projected growth over the 10-year forecast period, the Town has identified \$24,822,233 in future growth capital costs for parkland development, various additional amenities, trails, and facilities as identified. Deductions to recognize post period benefit of \$11,040,200 and existing benefit of \$5,525,700 have been made. In addition, the current reserve fund balance for parks and recreation services, totaling \$1,264,424, has been deducted from the calculations. Therefore, the net growth capital cost \$6,991,910 has been included in the D.C. calculations.

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



## Infrastructure Costs Included in the Development Charges Calculation

Town of Grimsby  
Service: Parks and Recreation Services

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:			Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 95%	Non- Residential Share 5%	
1	New Subdivision Park Development	2020-2029	366,300	-		366,300	-			366,300	347,985	18,315
2	Forty Mile Creek/Waterfront Trail Links	2023	320,933	-		320,933	25,700			295,233	280,471	14,762
3	Peach King Centre Expansion	2022-2024	22,000,000	11,040,200		10,959,800	5,500,000			5,459,800	5,186,810	272,990
4	Splashpad (new second full sized splashpad)	2024-2025	400,000	-		400,000	-			400,000	380,000	20,000
5	Hardball Baseball Diamond	2022-2023	300,000	-		300,000	-			300,000	285,000	15,000
6	Provision for Trail Expansion	2021-2024	300,000	-		300,000	-			300,000	285,000	15,000
7	Grimsby on the Lake Waterfront Pavilion	2022-2024	350,000	-		350,000	-			350,000	332,500	17,500
8	Pickleball Courts	2021-2021	185,000	-		185,000	-			185,000	175,750	9,250
9	Outdoor Fitness Park	2022-2023	120,000	-		120,000	-			120,000	114,000	6,000
10	Additional Hard Court Installations (3)	2022-2026	180,000	-		180,000	-			180,000	171,000	9,000
11	Picnic Shelter - Nelles Beach Park	2022-2024	75,000	-		75,000	-			75,000	71,250	3,750
12	Sand volleyball court	2023-2025	25,000	-		25,000	-			25,000	23,750	1,250
13	Leash Free Dog Park	2025-2026	200,000	-		200,000	-			200,000	190,000	10,000
14	Reserve Adjustment		-	-		-	1,264,424			(1,264,424)	(1,201,202)	(63,221)
	<b>Total</b>		<b>24,822,233</b>	<b>11,040,200</b>	<b>-</b>	<b>13,782,033</b>	<b>6,790,124</b>	<b>-</b>	<b>-</b>	<b>6,991,910</b>	<b>6,642,314</b>	<b>349,595</b>



## 5.3 Service Levels and 22-Year Forecast of Capital Costs for Grimsby's D.C. Calculation

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This section evaluates the development-related capital costs requirements for those services with a 22-year forecast.

### 5.3.1 Services Related to a Highway

Grimsby owns and maintains 97.6 km of rural and urban collector roads. Over the historic 10-year period, the Town has provided an average level of investment of \$11,462 per capita. Based on this service standard, the Town would be eligible to collect \$69,869,304 from D.C.s over the buildout forecast period.

With respect to future growth-related needs, the identified capital projects related to roads and related infrastructure totals \$14,913,876, including financing cost (discounted) of \$934,876. A deduction of \$1,676,50 has been made to account for benefit to existing development. A further deduction in the amount of \$2,389,245 has been made to recognize the existing reserve fund balance, which provides a net D.C.-eligible amount of \$10,848,130 to be recovered over the buildout forecast period.

The residential/non-residential capital cost allocation for all services related to a highway is 75% residential and 25% non-residential based on the incremental growth in population to employment for the Town-wide buildout forecast period.



### Infrastructure Costs Included in the Development Charges Calculation

Town of Grimsby  
Service: Services Related to a Highway

Prj.No	Increased Service Needs Attributable to Anticipated Development 2020-2041	Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Benefit to Existing Development	Less: Grants, Subsidies and Other Contributions Attributable to New Development	Potential D.C. Recoverable Cost			
									Total	Residential Share 75%	Non-Residential Share 25%	
<b>Road Urbanization &amp; Improvements</b>												
1	Marlow Ave - Park Rd to 280m W Urbanization	2025	800,000	-		800,000	200,000		600,000	450,000	150,000	
2	Central Ave - Baker Rd to Park Rd Urbanization	2025	1,900,000	-		1,900,000	475,000		1,425,000	1,068,750	356,250	
3	Park Rd - Central Ave to Marlow Ave Urbanization	2025	480,000	-		480,000	120,000		360,000	270,000	90,000	
4	Interest on Debt - Growth Related (Marlow, Central Ave & Park Rd) - Discounted	2025-2034	219,602	-		219,602	-		219,602	164,702	54,901	
5	Casablanca Blvd/QEW Ramp Improvements	2021-2023	3,400,000	-		3,400,000	340,000		3,060,000	2,295,000	765,000	
6	Interest on Debt - Growth Related (Casablanca Blvd/QEW Ramp Improvements) - Discounted	2021-2030	301,433	-		301,433	-		301,433	226,075	75,358	
7	Concord Place - 100m E of Windward Dr to N Service Rd	2021	50,000	-		50,000	-		50,000	37,500	12,500	
8	Hunter Rd Upgrades (GO Transit Area) - Industrial Dr to S Service Rd	2035	840,000	-		840,000	84,000		756,000	567,000	189,000	
9	Casablanca Blvd, Streetscape Improvements	2021-2023	650,000	-		650,000	97,500		552,500	414,375	138,125	
<b>Sidewalks</b>												
Sidewalks - West End (2016 DC Completion):												
- Lakelawn - 50m S of Winston to N Service, E Side												
- N Service - Lakelawn to 115m E, N Side												
- N Service - 115m E Lakelawn to 85 E, N Side												
- N Service - 200m E of Lakelawn to 195m E, N Side												
- Concord Pl - 100m E of Windward to N Service, S Side												
Sidewalks - Casablanca Blvd, Livingston Ave & South Service Rd (Region Road Reconstruction Project):												
- S Service - Industrial to Casablanca, Both Sides												
- Casablanca - S Service to Livingston Ave, W Side												
- Casablanca at CN Crossing, W Side												
- Casablanca - Livingston to Main St W, W Side												
- Livingston - Casablanca to 400m W, Both Sides												
10		2020-2023	150,000	-		150,000	-		150,000	112,500	37,500	
11		2021-2023	640,000	-		640,000	-		640,000	480,000	160,000	
12	Sidewalks - Winston Rd - Kelson Ave N to 60m W, S Side	2025	9,000	-		9,000	-		9,000	6,750	2,250	
13	Multi-Use Path - Winston Rd - Kelson Ave N to 500m E, N Side	2026	680,000	-		680,000	-		680,000	510,000	170,000	





### Infrastructure Costs Included in the Development Charges Calculation

Town of Grimsby  
Service: Services Related to a Highway

Prj .No	Increased Service Needs Attributable to Anticipated Development 2020-2041	Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Benefit to Existing Development	Less: Grants, Subsidies and Other Contributions Attributable to New Development	Potential D.C. Recoverable Cost		
									Total	Residential Share 75%	Non-Residential Share 25%
14	Sidewalks - Hunter Rd, South Service Rd, Industrial Dr: - Hunter - Industrial to S Service, E Side - South Service - Hunter Rd to Industrial, S Side - Industrial Dr - Hunter to S Service, Both Sides - S Service - Casablanca to 360m E, N Side - S Service - E Ent 359 S Service to E Ent 362 S Service, S Side	2030	300,000	-		300,000	-		300,000	225,000	75,000
<b>Road Reconstruction &amp; Upgrade</b>											
15	NSRd - 5th Wheel (Winston Rd) to 500m east (update description)	2023-2024	3,600,000	-		3,600,000	360,000			2,430,000	810,000
16	Interest on Debt - Growth Related (NSRd - 5th Wheel (Winston Rd) to 500m east) - Discounted	2024-2034	413,840	-		413,840	-			310,380	103,460
17	Old Winston Rd - NSRd to 100m East	2023-2024	480,000	-		480,000	-			360,000	120,000
18	Reserve Adjustment		-	-		-	2,389,245			(1,791,934)	(597,311)
	<b>Total</b>		<b>14,913,876</b>	<b>-</b>	<b>-</b>	<b>14,913,876</b>	<b>4,065,745</b>	<b>-</b>	<b>10,848,130</b>	<b>8,136,098</b>	<b>2,712,033</b>



### **5.3.2 Fire Protection Services**

The Town currently operates its fire services from two stations as well as a training centre and a training tower, with a combined square footage of 27,000, providing for a per capita average level of service of approximately 0.6 sq.ft. or \$212 per capita. This level of service provides the Town with a maximum D.C.-eligible amount for recovery over the forecast period of \$1,294,181.

Grimsby has a current inventory of 14 vehicles providing for an average level of service of \$175 per capita which translates into a D.C.-eligible amount of \$1,065,825. In addition to vehicles the fire service also has a variety of small equipment and gear which it provides to its 56 firefighters for use in fire services. This results in an average level of service of \$39 per capita. The total D.C.-eligible amount for small equipment and gear is \$235,488.

The maximum D.C.-eligible amount for recovery over the 22-year forecast period for fire services is \$2,595,494.

The Town has identified an additional fire station in the west end to service future growth. The cost of this is estimated at \$3.7 million with a post period deduction of \$2,175,600. In addition, the outstanding growth-related principal and interest (discounted) associated with the expansion of Fire Hall #2 and the Training centre has been included at a cost of \$1,229,156.

Capital needs have been identified for fire vehicles include four (4) vehicles in total at a gross capital cost of \$1,385,000. A deduction in the amount of \$814,400 has been made to recognize the costs attributed to post period growth resulting in D.C.-recoverable costs of \$570,600.

Further, the fire department has identified equipment and gear for an additional ten (10) firefighters to service the anticipated development, as well as communication equipment upgrades. The total gross capital costs are \$426,000 of which \$152,000 is attributable to existing development and \$132,900 is attributable to growth in the post period. These deductions result in a D.C.-recoverable amount of \$141,100 for inclusion in the D.C. calculations.



In total, the amount included in the D.C. for fire service is \$2,656,702, after the reserve fund deduction of \$808,553.

These costs are shared between residential and non-residential based on the population to employment ratio over the forecast period, resulting in 75% being allocated to residential development and 25% being allocated to non-residential development.



### Infrastructure Costs Included in the Development Charges Calculation

Town of Grimsby  
Service: Fire Services

Prj. No.	Increased Service Needs Attributable to Anticipated Development 2020-2041	Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost			
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 75%	Non-Residential Share 25%	
	<b>Facilities:</b>											
1	Fire Hall #2 & Training Station - Principal (Growth-related component)	2020-2027	1,167,147	-		1,167,147	-		1,167,147	875,361	291,787	
2	Interest on Debt (Fire Hall & Training Station #2) - Growth-related component Discounted	2020-2027	61,947	-		61,947	-		61,947	46,460	15,487	
3	Fire Station #3 - including land (West End)	2022-2025	3,700,000	2,175,600		1,524,400	-		1,524,400	1,143,300	381,100	
	<b>Fleet:</b>											
4	Fire Tanker (536) - Station 3	2025	315,000	185,200		129,800	-		129,800	97,350	32,450	
5	Fire Pumper (531) - Station 3	2025	867,000	509,800		357,200	-		357,200	267,900	89,300	
6	Medical Rescue Vehicle (538) - Station 3	2025	133,000	78,200		54,800	-		54,800	41,100	13,700	
7	Command Vehicle (505) - Station 3	2025	70,000	41,200		28,800	-		28,800	21,600	7,200	
	<b>Equipment and Gear:</b>											
8	Additional Firefighters (10) - Station #3	2028	126,000	74,100		51,900	-		51,900	38,925	12,975	
9	Additional SCBA (10) - Station #3	2025	100,000	58,800		41,200	-		41,200	30,900	10,300	
10	Communication Equipment Upgrades	2020	200,000	-		200,000	152,000		48,000	36,000	12,000	
11	Reserve Fund Adjustment		-	-		-	808,553		(808,553)	(606,415)	(202,138)	
	<b>Total</b>		<b>6,740,095</b>	<b>3,122,900</b>	<b>0</b>	<b>3,617,195</b>	<b>960,553</b>	<b>0</b>	<b>2,656,641</b>	<b>1,992,481</b>	<b>664,160</b>	



### **5.3.3 Public Works (Facilities, Vehicles and Equipment)**

As per Section 4.7, a D.C. by-law may provide for any D.C.-eligible service to be included in a class set out in the by-law. Public Works is proposed as a class of service comprised of Services Related to a Highway, Water Services, Wastewater Services, and Stormwater Services.

The Town operates its Public Works Department out of three facilities with 34,354 sq.ft. of building area, providing for a per capita average level of service of 0.96 sq.ft. or \$232 per capita. This level of service provides the Town with a maximum D.C.-eligible amount for recovery over the long-term forecast period of \$1,413,419.

The Town's public works fleet inventory currently includes 58 vehicles and equipment items, provides for a per capita standard of \$191. Over the forecast period, the D.C.-eligible amount for vehicles and equipment is \$1,163,056.

The maximum D.C.-eligible amount for recovery over the 22-year forecast period for public works is \$2,576,474.

With respect to future growth needs, the identified capital projects include a snow storage facility, one (1) dump truck with plow and wing, one (1) sidewalk snowplow and one (1) concrete grinder. The gross capital cost of these total \$723,650. \$240,000 has been identified as benefitting existing development. The resulting D.C.-recoverable cost is \$483,650 and has been included in the calculations.

These costs are shared between residential and non-residential based on the population to employment ratio over the forecast period, resulting in 75% being allocated to residential development and 25% being allocated to non-residential development.



**Infrastructure Costs Included in the Development Charges Calculation**

Town of Grimsby  
Service: Public Works - Facilities

Prj .No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Service to Which Project Relates	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:			Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share	
1	Snow Storage Facility	2026	Services Related to a Highway	300,000	-		300,000	240,000			60,000	75%	15,000
<b>Total</b>				<b>300,000</b>	<b>-</b>	<b>-</b>	<b>300,000</b>	<b>240,000</b>	<b>-</b>	<b>-</b>	<b>60,000</b>	<b>45,000</b>	<b>15,000</b>





## 5.4 Service Levels and Urban Buildout Capital Costs for Grimsby's D.C. Calculation

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This section evaluates the development-related capital requirements for those services with urban buildout capital costs.

### 5.4.1 Stormwater Drainage and Control Services

Grimsby has identified the need to improve the Tomahawk Drive storm sewer flow as a growth-related capital project which has a gross capital cost of \$150,000. A deduction of \$135,000 is attributable to existing development leaving a D.C.-recoverable amount of \$15,000.

The Town has also identified growth-related capital costs associated with new stormwater main construction. The gross capital costs related to these projects is \$4,825,000. A deduction of \$382,500 has been made to reflect benefit to existing development. Further, a contribution of \$396,000 from the Region, anticipated for their contribution to the storm drainage related to the expansion of the Regional road, has been deducted. Finally, \$227,722 has also been deducted from the calculations to account for the existing reserve fund balance.

In total, the D.C.-eligible amount included in the calculations for stormwater services is \$4,289,222.

The costs for all stormwater services are shared 89%/11% between residential and non-residential based on the benefiting lands associated with the stormwater management works over the urban buildout forecast period.







## **5.4.2 Wastewater Services**

The Town has identified two growth-related projects to be included in the D.C. calculation related to wastewater services. In total, the gross capital cost is \$3,370,000. A deduction of \$1,039,000 has been made to account for the share of the costs attributable to existing development. In addition, \$798,458 has also been deducted from the calculations to account for the existing reserve fund balance resulting in a D.C.-eligible amount of \$1,532,542.

The costs for all wastewater services are shared 77%/23% between residential and non-residential based on the population to employment ratio over the urban buildout forecast period.





### **5.4.3 Water Services**

The Town has identified several growth-related capital projects related to water distribution services. These projects include new watermains to service growth. The total gross capita cost related to these projects is \$3,781,000 of which deductions of \$890,700 and \$966,019 have been made related to the benefit to the existing development and the year-end reserve fund balance, respectively. The resulting D.C.-recoverable cost for water services is \$1,924,281.

The costs for all water services are shared 77%/23% between residential and non-residential based on the population to employment ratio over the urban buildout forecast period.





# Chapter 6

## D.C. Calculation



## 6. D.C. Calculation

Table 6-1 calculates the proposed uniform D.C.s to be imposed for infrastructure services based upon an urban buildout time horizon (stormwater, wastewater, and water). Table 6-2 calculates the proposed uniform D.C. to be imposed on anticipated development in the Town for Town-wide services over a 22-year planning horizon. Table 6-3 calculates the proposed uniform D.C. to be imposed on anticipated development in the Town for Town-wide services over a 10-year planning horizon.

The calculation for residential development is generated on a per capita basis and is based upon four forms of housing types (singles and semi-detached, apartments 2+ bedrooms, apartments bachelor and 1 bedroom, and all other multiples). The non-residential D.C. has been calculated on a per sq.ft. of G.F.A. basis for all types of non-residential development (industrial, commercial, and institutional).

The D.C.-eligible costs for each service component were developed in Chapter 5 for all Town services and classes, based on their proposed capital programs.

For the residential calculations, the total cost is divided by the “gross” (new resident) population to determine the per capita amount. The eligible D.C. cost calculations set out in Chapter 5 are based on the net anticipated population increase (the forecast new unit population less the anticipated decline in existing units). The cost per capita is then multiplied by the average occupancy of the new units (Appendix A, Schedule 5) to calculate the charge in Tables 6-1, 6-2 and 6-3.

With respect to non-residential development, the total costs are allocated to non-residential development and varied by two categories, industrial vs. non-industrial. These varied rates are based on forecasted industrial vs. non-industrial employment relative to total employment. These costs are then divided by their respective anticipated development over the planning period to calculate the cost per gross floor area for each category (see tables 6-1 through 6-3).

Table 6-4 summarizes the total D.C. that is applicable for municipal-wide services and Table 6-5 summarizes the gross capital expenditures and sources of revenue for works to be undertaken during the five-year life of the by-law.



**Table 6-1**  
**Town of Grimsby**  
**Development Charge Calculation**  
**Urban Area Services and Classes**  
**2020-Urban Buildout**

SERVICE/CLASS OF SERVICE	2020\$ D.C.-Eligible Cost		2020\$ D.C.-Eligible Cost		2020\$ D.C.-Eligible Cost		2020\$ D.C.-Eligible Cost	
	Residential	Non-Residential	Single Detached Unit	Non-Residential per sq.ft.	Industrial	Non-Industrial	Industrial per sq.ft.	Non-Industrial per sq.ft.
1. Stormwater Drainage and Control Services								
1.1 Channels, drainage and ponds	\$ 3,817,408	\$ 471,814	1,293	0.27	\$ 98,248	\$ 373,567	\$ 0.15	\$ 0.33
	3,817,408	471,814	1,293	0.27	98,248	373,567	0.15	0.33
2. Wastewater Services								
2.1 Sewers	1,180,057	352,485	400	0.20	73,399	279,085	0.12	0.25
	1,180,057	352,485	400	0.20	73,399	279,085	0.12	0.25
3. Water Services								
3.1 Distribution systems	1,481,696	442,585	502	0.26	92,161	350,424	0.15	0.31
	1,481,696	442,585	502	0.26	92,161	350,424	0.15	0.31
<b>TOTAL</b>	<b>\$6,479,161</b>	<b>\$1,266,884</b>	<b>\$2,195</b>	<b>\$0.73</b>	<b>\$263,808</b>	<b>\$1,003,076</b>	<b>\$0.42</b>	<b>\$0.89</b>
D.C.-Eligible Capital Cost	\$6,479,161	\$1,266,884						
Urban Buildout Gross Population/GFA Growth (sq.ft.)	9,188	1,756,900			\$263,808	\$1,003,076		
<b>Cost Per Capital/Non-Residential GFA (sq.ft.)</b>	<b>\$705.18</b>	<b>\$0.73</b>			<b>\$0.42</b>	<b>\$0.89</b>		
<b>By Residential Unit Type</b>								
P.P.U. Single and Semi-Detached Dwelling	\$2,195							
3,113 Apartments - 2 Bedrooms +	\$1,392							
1,974 Apartments - Bachelor and 1 Bedroom	\$851							
1,207 Other Multiples	\$1,493							
2,117 Special Care/Special Dwelling Units	\$776							
1,100								





**Table 6-2  
Town of Grimsby  
Development Charge Calculation  
Town-wide Services and Classes  
2020-2041**

SERVICE/CLASS OF SERVICE	2020\$ D.C.-Eligible Cost		2020\$ D.C.-Eligible Cost		2020\$ D.C.-Eligible Cost		2020\$ D.C.-Eligible Cost	
	Residential	Non-Residential	Single Detached Unit	Non-Residential per sq.ft.	Industrial	Non-Industrial	Industrial per sq.ft.	Non-Industrial per sq.ft.
<b>4. Services Related to a Highway</b>								
4.1 Roads and Related	\$ 8,136,098	\$ 2,712,033	\$ 4,155	\$ 2.27	393,560	2,318,472	1.25	2.65
<b>5. Public Works Facilities, Vehicles &amp; Equipment</b>								
5.1 Services Related to a Highway - Facilities	45,000	15,000	23	0.01	2,177	12,823	0.01	0.01
5.2 Services Related to a Highway - Vehicles & Equipment	317,738	105,913	162	0.09	15,370	90,543	0.05	0.10
	362,738	120,913	185	0.10	17,546	103,366	0.06	0.11
<b>6. Fire Protection Services</b>								
6.1 Fire facilities, vehicles, equipment and gear	1,992,527	664,176	1,018	0.56	96,383	567,793	0.30	0.65
	1,992,527	664,176	1,018	0.56	96,383	567,793	0.29	0.65
<b>TOTAL</b>	<b>\$10,491,362</b>	<b>\$3,497,121</b>	<b>\$5,358</b>	<b>\$2.93</b>	<b>\$507,489</b>	<b>\$2,989,631</b>	<b>\$1.60</b>	<b>\$3.41</b>
D.C.-Eligible Capital Cost	\$10,491,362	\$3,497,121						
22-Year Gross Population/GFA Growth (sq.ft.)	6,096	1,193,400						
<b>Cost Per Capital/Non-Residential GFA (sq.ft.)</b>	<b>\$1,721.02</b>	<b>\$2.93</b>						
<b>By Residential Unit Type</b>								
Single and Semi-Detached Dwelling	\$5,358							
Apartments - 2 Bedrooms +	\$3,397				\$507,489	\$2,989,631		
Apartments - Bachelor and 1 Bedroom	\$2,077				317,500	875,900		
Other Multiples	\$3,643				\$1.60	\$3.41		
Special Care/Special Dwelling Units	\$1,893							



**Table 6-3  
Town of Grimsby  
Development Charge Calculation  
Town-wide Services and Classes  
2020-2029**

SERVICE/CLASS OF SERVICE	2020\$ D.C.-Eligible Cost		2020\$ D.C.-Eligible Cost		2020\$ D.C.-Eligible Cost		2020\$ D.C.-Eligible Cost	
	Residential	Non-Residential	Single Detached Unit	Non-Residential per sq.ft.	Industrial	Non-Industrial	Industrial per sq.ft.	Non-Industrial per sq.ft.
<b>7. Parks and Recreation Services</b>	\$	\$	\$	\$				
7.1 Parkland development, amenities, trails; facilities; vehicles & equipment	6,642,314	349,595	6,809	0.59	47,344	302,251	0.31	0.67
	6,642,314	349,595	6,809	0.59	47,344	302,251	0.31	0.67
<b>8. Library Services</b>	1,654,056	87,056	1,695	0.14	11,790	75,266	0.08	0.17
8.1 Library facilities and Collection	1,654,056	87,056	1,695	0.14	11,790	75,266	0.08	0.17
<b>9. Growth Studies</b>	92,989	30,996	95	0.05	4,198	26,799	0.03	0.06
9.1 Water Services	80,156	26,719	82	0.04	3,618	23,100	0.02	0.05
9.2 Wastewater Services	206,572	68,857	212	0.11	9,325	59,532	0.06	0.13
9.3 Stormwater Services	564,663	186,221	579	0.31	25,490	162,731	0.17	0.36
9.4 Services Related to a Highway	395,565	131,855	405	0.22	17,856	113,999	0.12	0.25
9.5 Parks & Recreation Services	145,885	48,628	150	0.08	6,585	42,043	0.04	0.09
9.6 Fire Protection Services	83,517	27,839	86	0.05	3,770	24,069	0.02	0.05
9.7 Library Services	22,639	7,546	23	0.01	1,022	6,524	0.01	0.01
9.8 Emergency Preparedness	1,591,985	530,662	1,632	0.87	71,865	458,797	0.47	1.00
<b>TOTAL</b>	<b>\$9,888,356</b>	<b>\$967,313</b>	<b>\$10,136</b>	<b>\$1.60</b>	<b>\$130,998</b>	<b>\$836,314</b>	<b>\$0.86</b>	<b>\$1.84</b>
D.C.-Eligible Capital Cost	\$9,888,356	\$967,313				\$836,314		
10-Year Gross Population/GFA Growth (sq.ft.)	3,037	606,300			\$130,998	\$836,314		
<b>Cost Per Capita/Non-Residential GFA (sq.ft.)</b>	<b>\$3,255.96</b>	<b>\$1.60</b>			<b>\$0.86</b>	<b>\$1.84</b>		
<b>By Residential Unit Type</b>	<b>P.P.U.</b>							
Single and Semi-Detached Dwelling	3,113	\$10,136						
Apartments - 2 Bedrooms +	1,974	\$6,427						
Apartments - Bachelor and 1 Bedroom	1,207	\$3,930						
Other Multiples	2,117	\$6,893						
Special Care/Special Dwelling Units	1,100	\$3,562						



**Table 6-4  
Town of Grimsby  
Development Charge Calculation  
Total All Services and Classes**

	2020\$ D.C.-Eligible Cost		2020\$ D.C.-Eligible Cost Single Detached Unit		2020\$ D.C.-Eligible Cost Non-Residential per sq.ft.		2020\$ D.C.-Eligible Cost		2020\$ D.C.-Eligible Cost	
	Residential	Non-Residential	Unit	Non-Residential	Industrial	Non-Industrial	Industrial	Non-Industrial	Industrial	Non-Industrial
<b>Urban-wide Services Built out</b>	\$ 6,479,161	\$ 1,266,884	2,195	0.73	\$ 263,808	\$ 1,003,076	\$ 0.42	\$ 0.89		
<b>Municipal-wide Services 20 Year</b>	10,491,362	3,497,121	5,358	2.93	507,489	2,989,631	1.60	3.41		
<b>Municipal-wide Services 10 Year</b>	9,888,356	967,313	10,136	1.60	130,998	836,314	0.86	1.84		
<b>TOTAL</b>	<b>\$26,858,879</b>	<b>\$5,731,317</b>	<b>\$17,689</b>	<b>\$5.26</b>	<b>\$902,295</b>	<b>\$4,829,022</b>	<b>\$2.88</b>	<b>\$6.13</b>		



**Table 6-5  
Town of Grimsby  
Gross Expenditure and Sources of Revenue Summary  
for Costs to be Incurred over the Life of the By-law**

Service/Class of Service	Total Gross Cost	Sources of Financing				D.C. Reserve Fund	
		Tax Base or Other Deductions	Benefit to Existing	Other Funding	Post D.C. Period Benefit	Residential	Non-Residential
1. Stormwater Drainage and Control Services 1.1 Channels, drainage and ponds	4,825,000	0	382,500	396,000	0	3,601,385	445,115
2. Wastewater Services 2.1 Sewers	0	0	0	0	0	0	0
3. Water Services 3.1 Distribution systems	1,301,000	0	650,500	0	0	500,885	149,615
4. Services Related to a Highway 4.1 Roads and Related	7,960,573	0	700,000	0	0	5,445,430	1,815,143
5. Public Works Facilities, Vehicles & Equipment 5.1 Services Related to a Highway - Facilities 5.2 Services Related to a Highway - Vehicles & Equipment	423,650	0	0	0	0	317,738	105,913
6. Fire Protection Services 6.1 Fire facilities, vehicles, equipment and gear	0	0	0	0	0	0	0
7. Parks and Recreation Services 7.1 Parkland development, amenities, trails, facilities, vehicles & equipment	24,158,750	0	5,525,700	0	11,040,200	7,213,207	379,642
8. Library Services 8.1 Library facilities and Collection	467,444	0	0	0	0	444,072	23,372
9. Growth Studies 9.1 Water Services 9.2 Wastewater Services 9.3 Stormwater Services 9.4 Services Related to a Highway 9.5 Parks & Recreation Services 9.6 Fire Protection Services 9.7 Library Services 9.8 Emergency Preparedness	269,103 247,227 441,110 1,047,617 587,500 213,440 94,003 50,000	11,971 9,970 24,149 60,559 40,621 13,691 8,939 0	122,298 119,778 147,627 164,917 72,960 33,503 10,490 12,500	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	101,126 88,109 202,001 616,606 355,439 124,685 55,931 28,125	33,709 29,370 67,334 205,535 118,480 41,562 18,644 9,375
<b>Total Expenditures &amp; Revenues</b>	<b>\$42,086,417</b>	<b>\$169,900</b>	<b>\$7,942,773</b>	<b>\$396,000</b>	<b>\$11,040,200</b>	<b>\$19,094,737</b>	<b>\$3,442,807</b>



# Chapter 7

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



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

### 7.1 Introduction

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

“...to determine if a development charge 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 the section goes on to state that the rules may provide for exemptions, phasing in and/or indexing of D.C.s.

Subsection 5 (6) establishes the following restrictions on the rules:

- the total of all D.C.s that would be imposed on anticipated development must not exceed the capital costs determined under s. 5 (1) 2-7 for all services involved;
- 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; and
- 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.

With respect to “the rules,” s. 6 states that a D.C. by-law must expressly address the matters referred to above re s. 5 (1) paragraphs 9 and 10, as well as how the rules apply to the redevelopment of land.

The rules provided are based on the Town’s existing policies; with consideration for the updates from Bill 108 and Bill 197. However, there are items under consideration at this time and these may be refined prior to adoption of the by-law.



## 7.2 D.C. By-law Structure

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**It is recommended that:**

- classes of services be established for public works and growth studies;
- the Town uses a uniform Town-wide D.C. calculation for all municipal services and classes except stormwater services, wastewater services and water services;
- stormwater, wastewater, and water services be imposed on the urban service areas of the Town; and
- one municipal D.C. by-law be used for all services and classes of services, except parking services which will remain under the existing D.C. by-law.

## 7.3 D.C. By-law Rules

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

**It is recommended that the following sections provide the basis for the D.C.s.:**

### ***7.3.1 Payment in any Particular Case***

In accordance with the D.C.A., 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 subsection 50 (7) of the *Planning Act* applies;
- (d) the approval of a plan of subdivision under section 51 of the *Planning Act*;
- (e) a consent under section 53 of the *Planning Act*;
- (f) the approval of a description under section 9 of the *Condominium Act, 1998*; or



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

### **7.3.2 Determination of the Amount of the Charge**

The following conventions be adopted:

- 1) Costs allocated to residential uses will be assigned to different types of residential units based on the average occupancy for each housing type constructed during the previous decade. Costs allocated to non-residential uses will be assigned based on the amount of square feet of G.F.A. constructed for eligible uses (i.e. industrial, commercial, and institutional).
- 2) Costs allocated to residential and non-residential uses are based upon a number of conventions, as may be suited to each municipal circumstance, e.g.
  - for growth studies, the costs have been based on a population vs. employment growth ratio (75%/25%) for residential and non-residential uses, respectively) over the 10-year forecast period;
  - for parks and recreation and library services, a 5% non-residential attribution has been made to recognize use by the non-residential sector; and
  - for services related to a highway and fire protection services and the public works class of service, a 75% residential/25% non-residential attribution has been made based on a population vs. employment growth ratio over the 22-year forecast period.
  - For wastewater and water services, the costs have been based on a population vs. employment ratio (75%/25%) growth over the urban buildout forecast period.
  - For stormwater services, the costs have been shared 89%/11% between residential and non-residential based on the benefiting lands associated with the stormwater management works over the urban buildout forecast period.





### **7.3.3 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 G.F.A. of the building demolished/converted multiplied by the current non-residential D.C. in place at the time the D.C. is payable.

The demolition 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 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.

### **7.3.4 Exemptions (full or partial)**

a) Statutory exemptions:

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

b) Non-statutory exemptions:



- Development creating or adding an accessory use or accessory structure not exceeding 10 square metres of gross floor area;
- Bona fide farm (non-residential) buildings including wholesale greenhouse facilities and structures.

### **7.3.5 Phasing in**

No provisions for phasing in the D.C. are provided in the D.C. by-law.

### **7.3.6 Timing of Collection**

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

Commencing January 1, 2020, rental housing and institutional developments will pay D.C.s in six equal annual payments commencing at occupancy. Non-profit housing developments will pay D.C.s in 21 equal annual payments. Moreover, the D.C. amount for all developments occurring within 2 years of a Site Plan or Zoning By-law Amendment planning approval (for applications submitted after January 1, 2020), shall be determined based on the D.C. in effect on the day of the Site Plan or Zoning By-law Amendment application.

Installment payments and payments determined at the time of Site Plan or Zoning By-law Amendment application are subject to annual interest charges calculated based on a rate of 5%.

For the purposes of administering the By-law, the following definitions are provided as per O. Reg. 454-19:

“Rental housing development means development of a building or structure with four or more dwelling units all of which are intended for use as rented residential premises.”

“Institutional development means development of a building or structure intended for use,

- (a) as a long-term care home within the meaning of subsection 2 (1) of the Long-Term Care Homes Act, 2007;



- (b) as a retirement home within the meaning of subsection 2 (1) of the Retirement Homes Act, 2010;
- (c) by any of the following post-secondary institutions for the objects of the institution:
  - (i) a university in Ontario that receives direct, regular, and ongoing operating funding from the Government of Ontario,
  - (ii) a college or university federated or affiliated with a university described in subclause (i), or
  - (iii) an Indigenous Institute prescribed for the purposes of section 6 of the Indigenous Institutes Act, 2017;
- (d) as a memorial home, clubhouse, or athletic grounds by an Ontario branch of the Royal Canadian Legion; or
- (e) as a hospice to provide end of life care.”

“Non-profit housing development means development of a building or structure intended for use as residential premises by,

- (a) a corporation without share capital to which the *Corporations Act* applies, that is in good standing under that Act and whose primary object is to provide housing;
- (b) a corporation without share capital to which the *Canada Not-for-profit Corporations Act* applies, that is in good standing under that Act and whose primary object is to provide housing; or
- (c) a non-profit housing co-operative that is in good standing under the *Co-operative Corporations Act*.”



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

- where a permit is required under the Building Code Act in relation to a building or structure, the owner shall pay the D.C. prior to the issuance of a permit of prior to the commencement of development or redevelopment as the case may be; and
- despite the above, Council, from time to time and at any time, may enter into agreements providing for all or any part of a D.C. to be paid before or after it would otherwise be payable.
- Despite the above, Class A office developments are offered a deferral of D.C.s if they meet the eligibility criteria set out in the by-law through an application process approved by Council. The eligibility criteria include being four stories or more and at least 5,000 square meters of leasable/sellable office area. Applicants must enter into an agreement with the Town. Interest is imposed at a rate approved by Council however; the deferral agreement may provide for the waiving of interest. The D.C. can be deferred for the earlier of eight months following the issuance of an occupancy permit or 24 months following the issuance of a main building permit.

### **7.3.7 Indexing**

Indexing of the D.C.s shall be implemented on a mandatory basis annually on January 1<sup>st</sup> of each year, beginning on January 1, 2022 and every year thereafter, in accordance with the Statistics Canada Quarterly, Non-Residential Building Construction Price Index (Table 18-10-0135-01)<sup>1</sup> for the most recent year-over-year period.

### **7.3.8 The Applicable Areas**

The charges developed herein provide for varying charges within the Town, as follows:

- all municipal-wide services/classes – the full residential and non-residential charges will be imposed on all lands within the Town; and

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



- water, wastewater, and stormwater – the full residential and non-residential charge will be imposed on the urban service areas of the Town.

## **7.4 Other D.C. By-law Provisions**

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It is recommended that:

### ***7.4.1 Categories of Services/Classes for Reserve Fund and Credit Purposes***

The Town's D.C. collections are currently reserved in nine separate reserve funds: services related to a highway, fire protection, parks and recreation, library services, growth studies, stormwater, wastewater, water services and parking. It is recommended that a reserve fund for the public works class be established.

### ***7.4.2 By-law In-force Date***

A by-law under the D.C.A. comes into force on the day after which the by-law is passed by Council.

### ***7.4.3 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).

### ***7.4.4 Area Rating***

As noted earlier, Bill 73 has introduced two new sections where Council must consider the use of area-specific charges:

1. Section 2 (9) of the Act now requires a municipality to implement area-specific D.C.s for either specific services that are prescribed and/or for specific municipalities that are to be regulated (note that at this time, no municipalities or services are prescribed by the Regulations).
2. Section 10 (2) c.1 of the D.C.A. requires that “the development charges background study shall include consideration of the use of more than one



development charge by-law to reflect different needs for services in different areas.”

In regard to the first item, there are no services or specific municipalities identified in the regulations that must be area rated. The second item requires Council to consider the use of area rating.

At present, the Town’s by-law provided for stormwater, wastewater, and water services on an urban area basis. All other Town services are recovered based on a uniform, Town-wide basis. There have been several reasons why area-rating has not been imposed on these services including:

1. All Town services, with the exception of stormwater, wastewater, and water, require that the average 10-year service standard be calculated. This average service standard multiplied by growth in the Town, establishes an upper ceiling on the amount of funds that can be collected from all developing landowners. Section 4 (4) of O. Reg. 82/98 provides that “if a development charge by-law applies to a part of the municipality, the level of service and average level of service cannot exceed that which would be determined if the by-law applied to the whole municipality.” Put in layman terms, the average service standard multiplied by the growth within the specific area would establish an area-specific ceiling which would significantly reduce the total revenue recoverable for the Town hence potentially resulting in D.C. revenue shortfalls and impacts on property taxes.
2. Expanding on item 1, attempting to impose an area charge potentially causes equity issues in transitioning from a Town-wide approach to an area-specific approach. For example, if all services were now built (and funded) within Area A (which is 75% built out) and this was funded with some revenues from Areas B and C, moving to an area-rating approach would see Area A contribute no funds to the costs of services in Areas B and C. The D.C.s would be lower in Area A (as all services are now funded) and higher in Areas B and C. As well, funding shortfalls may then potentially encourage the municipality to provide less services to Areas B and C due to reduced revenue.
3. Many services that are provided (roads, parks & recreation facilities, library) are not restricted to one specific area and are often used by all residents. For



example, arenas located in different parts of the Town will be used by residents from all areas depending on the programming of the facility (i.e. a public skate is available each night, but at a different arena; hence usage of any one facility at any given time is based on programming availability).

For the reasons noted above, it is recommended that Council continue the D.C. approach to calculate the charges on a uniform Town-wide basis for all services/classes of services other than stormwater, wastewater, and water.

## 7.5 Other Recommendations

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### **It is recommended that Council:**

“Whenever appropriate, request that grants, subsidies and other contributions be clearly designated by the donor as being to the benefit of existing development or new development, as applicable;”

“Adopt the assumptions contained herein as an ‘anticipation’ with respect to capital grants, subsidies and other contributions;”

“Classes of services be established for growth studies and public works (facilities, vehicles and equipment);”

“Continue the D.C. approach to calculate stormwater, wastewater and water on a uniform urban-area basis and all other services be calculated on a uniform Town-wide basis;”

“Approve the capital project listing set out in Chapter 5 of the D.C.s Background Study dated December 21, 2020, subject to further annual review during the capital budget process;”

“Approve the D.C. Background Study dated December 21, 2020, as amended (if applicable);”

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

“Approve the D.C. by-law as set out in Appendix G.”



# Chapter 8

## By-law Implementation





## 8. By-law Implementation

### 8.1 Public Consultation Process

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#### **8.1.1 Introduction**

This chapter addresses the mandatory, formal public consultation process (section 8.1.2), as well as the optional, informal consultation process (section 8.1.3). The latter is designed to seek the co-operation and participation of those involved, in order to produce the most suitable policy. Section 8.1.4 addresses the anticipated impact of the D.C. on development from a generic viewpoint.

#### **8.1.2 Public Meeting of Council**

Section 12 of the D.C.A. 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, Council must determine whether a further meeting (under this section) is necessary (i.e. if the proposed by-law which is proposed for adoption has been changed in any respect, 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 (LPAT) (formerly the Ontario Municipal Board (O.M.B.)).

#### **8.1.3 Other Consultation Activity**

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

1. The first grouping is 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 Town 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.
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 Town D.C. policy. Their primary concern is frequently with the quantum of the charge, G.F.A. exclusions such as basements, mechanical or indoor parking areas, or exemptions and phase-in or capping provisions in order to moderate the impact.

## **8.2 Anticipated Impact of the Charge on Development**

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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 Town 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.



## 8.3 Implementation Requirements

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### 8.3.1 Introduction

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 sections that follow present an overview of the requirements in each case.

### 8.3.2 Notice of Passage

In accordance with s. 13 of the D.C.A., when a D.C. by-law is passed, the Town 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 no 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:

- 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;
- subsection 10 (4) lists the persons/organizations who must be given notice; and
- subsection 10 (5) lists the eight items that the notice must cover.

### 8.3.3 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:

- a description of the general purpose of the D.C.s;
- the "rules" for determining if a charge is payable in a particular case and for determining the amount of the charge;



- the services to which the D.C.s relate; and
- a 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 LPAT, 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.

### **8.3.4 Appeals**

Sections 13 to 19 of the D.C.A. set out the requirements relative to making and processing a D.C. by-law appeal and LPAT hearing in response to an appeal. Any person or organization may appeal a D.C. by-law to the LPAT by filing a notice of appeal with the Town 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.

The Town is carrying out a public consultation process in order to address the issues that come forward as part of that process, thereby avoiding or reducing the need for an appeal to be made.

### **8.3.5 Complaints**

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

- the amount of the charge was incorrectly determined;
- the reduction to be used against the D.C. was incorrectly determined; or
- there was an error in the application of the D.C.

Sections 20 to 25 of the D.C.A. 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 Town Council to the LPAT.



### **8.3.6 Credits**

Sections 38 to 41 of the D.C.A. 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.

### **8.3.7 Front-Ending Agreements**

The Town and one or more landowners may enter into a front-ending agreement that provides for the costs of a project that 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. (sections 44 to 58) addresses front-ending agreements and removes some of the obstacles to their use which were contained in the *Development Charges Act*, 1989. Accordingly, the Town assesses whether this mechanism is appropriate for its use, as part of funding projects prior to Town funds being available.

### **8.3.8 Severance and Subdivision Agreement Conditions**

Section 59 of the D.C.A. prevents a municipality 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*,” and
- “local services to be installed or paid for by the owner as a condition of approval under section 53 of the *Planning Act*.”

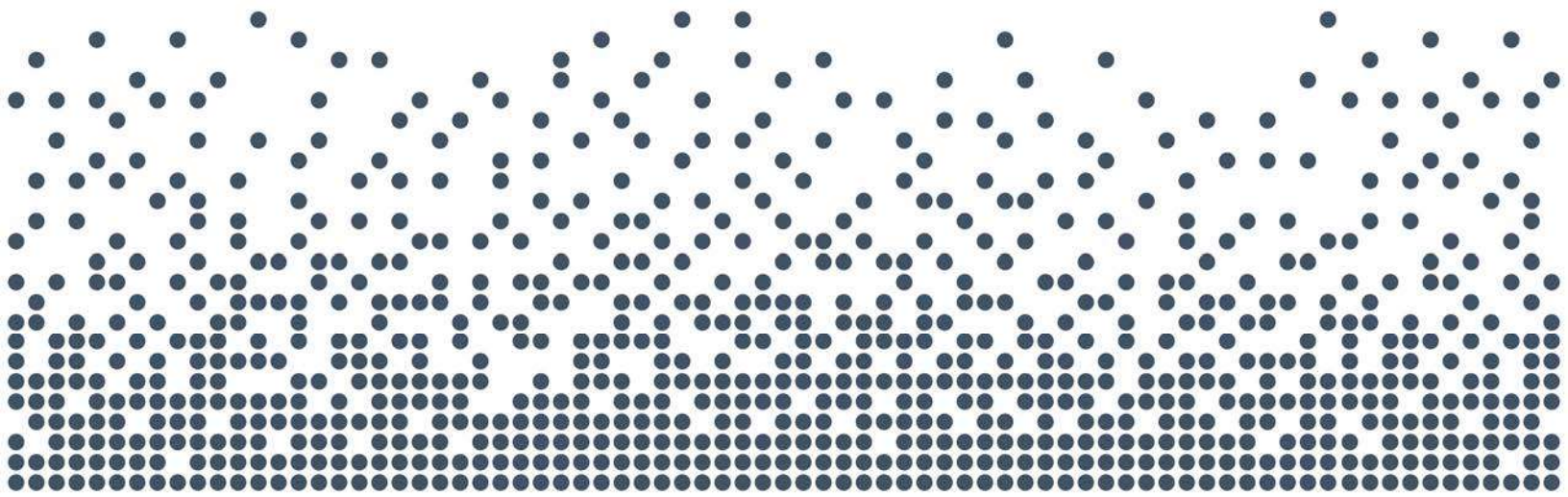


It is also noted that s. 59 (4) of the D.C.A. requires that the municipal approval authority for a draft plan of subdivision under s. 51 (31) of the *Planning Act*, use its power to impose conditions to ensure that the first purchaser of newly subdivided land is informed of all the D.C.s related to the 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 s. 59 (4) of the D.C.A. it would need to provide to the approval authority information regarding the applicable Town D.C.s related to the site.

If the Town is an approval authority for the purposes of s. 51 of the *Planning Act*, it would be responsible to ensure that it collects information from all entities that 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.



# Appendices



# Appendix A

## Background Information on Residential and Non- Residential Growth Forecasts





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

Year	Population (Including Census Undercount) <sup>1</sup>	Excluding Census Undercount			Housing Units				Person Per Unit (P.P.U.): Total Population/ Total Households	
		Population	Institutional Population	Population Excluding Institutional Population	Singles & Semi-Detached	Multiple Dwellings <sup>2</sup>	Apartments <sup>3</sup>	Other		Total Households
Historical										
Mid 2006	24,540	23,937	432	23,505	6,540	1,390	790	30	8,750	2,736
Mid 2011	25,970	25,325	280	25,045	7,058	1,644	860	39	9,601	2,638
Mid 2016	28,010	27,314	494	26,820	7,325	2,200	805	35	10,365	2,635
Forecast										
Early 2020	30,800	30,034	542	29,492	7,417	2,540	1,679	35	11,670	2,574
Early 2030	34,000	33,163	621	32,542	7,541	3,017	2,601	35	13,195	2,513
Mid 2041	37,050	36,129	653	35,476	7,570	3,183	4,174	35	14,962	2,415
Buildout	39,965	38,977	705	38,272	7,607	3,185	5,868	35	16,695	2,335
Incremental										
Mid 2006 - Mid 2011	1,430	1,388	-152	1,540	518	254	70	9	851	
Mid 2011 - Mid 2016	2,040	1,989	214	1,775	267	556	-55	-4	764	
Mid 2016 - Early 2020	2,790	2,720	48	2,672	92	340	874	0	1,305	
Early 2020 - Early 2030	3,200	3,129	79	3,050	125	477	922	0	1,525	
Early 2020 - Mid 2041	6,250	6,095	111	5,984	154	643	2,496	0	3,292	
Early 2020 - Buildout	9,165	8,943	163	8,780	190	645	4,190	0	5,025	

Source: Derived from Niagara Region Municipal Comprehensive Review – Draft Updated Forecasts and Local Growth Allocations (July 2018, Hemson Memo) forecast for the Town of Grimsby, Draft Water and Wastewater System Servicing Needs Technical Memo (Nov 2019) by GM BluePlan, and discussions with municipal staff regarding servicing and land supply by Watson & Associates Economists Ltd., 2020

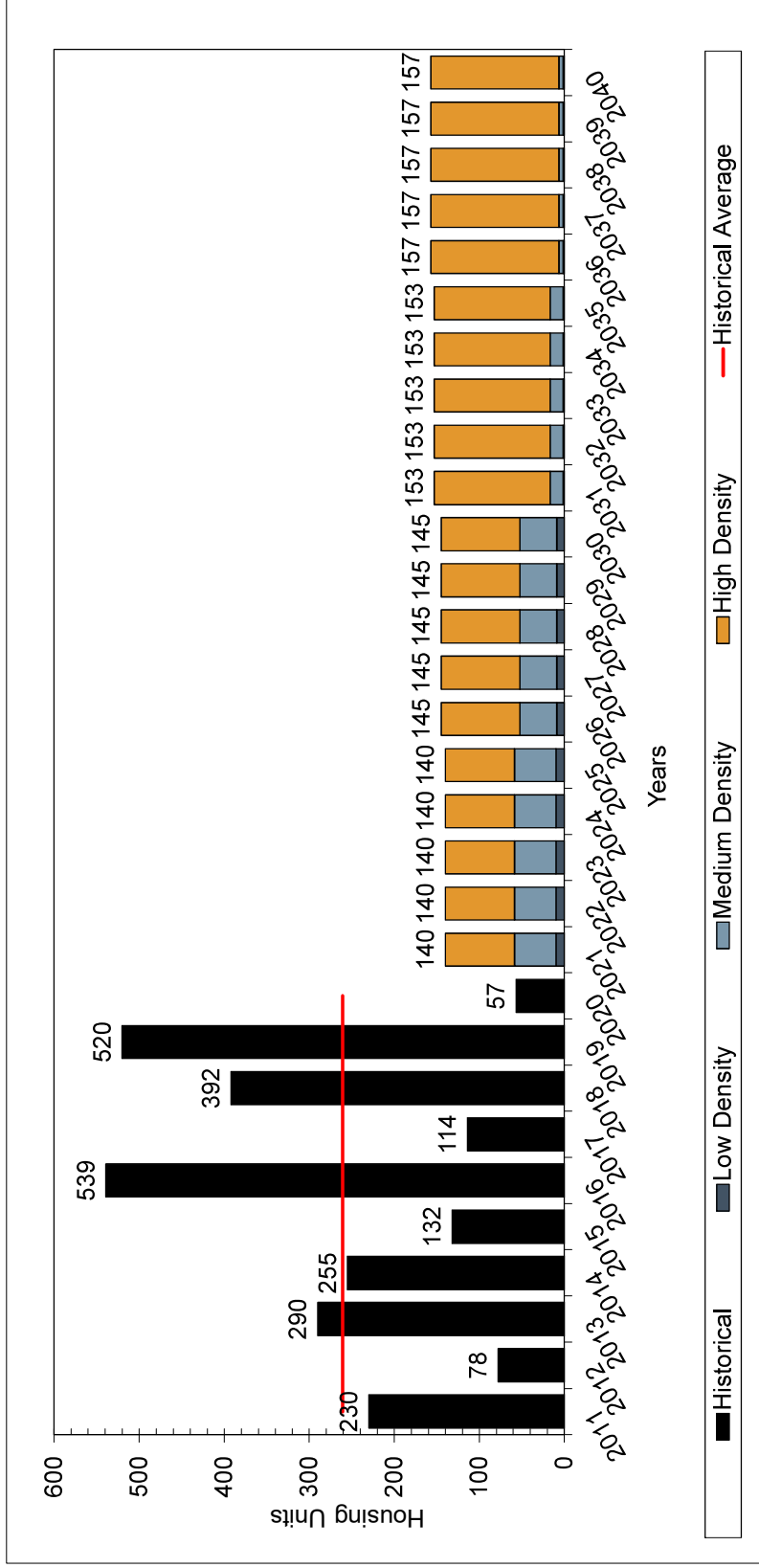
<sup>1</sup> Census undercount estimated at approximately 2.5%. Note: Population including the undercount has been rounded.

<sup>2</sup> Includes townhouses and apartments in duplexes.

<sup>3</sup> Includes bachelor, 1-bedroom and 2-bedroom+ apartments.



Figure A-1  
Town of Grimsby  
Annual Housing Forecast



Source: Historical housing activity derived from Statistics Canada building permit data for the Town of Grimsby, 2011-2019, and 2020 from the Town of Grimsby based on August YTD building permit activity and review of active residential applications.

<sup>1</sup> Growth forecast represents calendar year.



**Schedule 2**  
**Town of Grimsby**  
**Estimate of the Anticipated Amount, Type and Location of**  
**Residential Development for which Development Charges can be Imposed**

Development Location	Timing	Single & Semi-Detached	Multiples <sup>1</sup>	Apartments <sup>2</sup>	Total Residential Units	Gross Population In New Units	Existing Unit Population Change	Net Population Increase, Excluding Institutional	Institutional Population	Net Population Including Institutional
Urban	2020 - 2030	122	477	922	1,522	2,949	83	3,032	79	3,111
	2020 - 2041	150	643	2,496	3,288	6,046	(65)	5,981	111	6,092
	2020 - Buildout	186	645	4,190	5,021	9,024	(232)	8,792	163	8,955
Rural	2020 - 2030	3	0	0	3	9	9	18	0	18
	2020 - 2041	4	0	0	4	11	(7)	4	0	4
	2020 - Buildout	4	0	0	4	14	(26)	(12)	0	(12)
Town of Grimsby	2020 - 2030	125	477	922	1,525	2,958	92	3,050	79	3,129
	2020 - 2041	154	643	2,496	3,292	6,057	(72)	5,985	111	6,096
	2020 - Buildout	190	645	4,190	5,025	9,038	(258)	8,780	163	8,943

Source: Derived from Niagara Region Municipal Comprehensive Review – Draft Updated Forecasts and Local Growth Allocations (July 2018, Hemson Memo) forecast for the Town of Grimsby | Draft Water and Wastewater System Servicing Needs Technical Memo (Nov 2019) by GM BluePlan, and discussions with municipal staff regarding servicing and land supply by Watson & Associates Economists Ltd., 2020

<sup>1</sup> Includes townhouses and apartments in duplexes.

<sup>2</sup> Includes accessory apartments, bachelors, 1-bedroom and 2-bedroom+ apartments.

Note: Numbers may not add to totals due to rounding.



Schedule 3  
Town of Grimsby  
Current Year Growth Forecast  
Mid 2016 to Early 2020

		Population
Mid 2016 Population		27,314
Occupants of New Housing Units, Mid 2016 to Early 2020	<i>Units (2)</i>	1,305
	<i>multiplied by P.P.U. (3)</i>	1,917
	<i>gross population increase</i>	2,501
Occupants of New Equivalent Institutional Units, Mid 2016 to Early 2020	<i>Units</i>	44
	<i>multiplied by P.P.U. (3)</i>	1,100
	<i>gross population increase</i>	48
Decline in Housing Unit Occupancy, Mid 2016 to Early 2020	<i>Units (4)</i>	10,365
	<i>multiplied by P.P.U. decline rate (5)</i>	0.016
	<i>total decline in population</i>	171
Population Estimate to Early 2020		30,034
<i>Net Population Increase, Mid 2016 to Early 2020</i>		2,720

(1) 2016 population based on Statistics 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 <sup>1</sup> (P.P.U.)	% Distribution of Estimated Units <sup>2</sup>	Weighted Persons Per Unit Average
<i>Singles &amp; Semi Detached</i>	2.930	7%	0.205
<i>Multiples (6)</i>	2.282	26%	0.594
<i>Apartments (7)</i>	1.669	67%	1.117
Total		100%	1.917

<sup>1</sup> Based on 2016 Census custom database

<sup>2</sup> 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 life cycle changes, lower fertility rates and changing economic conditions.

(6) Includes townhouses and apartments in duplexes.

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

Note: Numbers may not add to totals due to rounding.



Schedule 4a  
Town of Grimsby  
Ten Year Growth Forecast  
Early 2020 to Early 2030

		Population
Early 2020 Population		30,034
Occupants of New Housing Units, Early 2020 to Early 2030	<i>Units (2)</i>	1,525
	<i>multiplied by P.P.U. (3)</i>	1,940
	<i>gross population increase</i>	2,958
Occupants of New Equivalent Institutional Units, Early 2020 to Early 2030	<i>Units</i>	72
	<i>multiplied by P.P.U. (3)</i>	1,100
	<i>gross population increase</i>	79
Decline in Housing Unit Occupancy, Early 2020 to Early 2030	<i>Units (4)</i>	11,670
	<i>multiplied by P.P.U. decline rate (5)</i>	0,008
	<i>total decline in population</i>	92
Population Estimate to Early 2030		33,163
<i>Net Population Increase, Early 2020 to Early 2030</i>		3,129

(1) Early 2020 Population based on:

2016 Population (27,314) + Mid 2016 to Early 2020 estimated housing units to beginning of forecast period (1,305 x 1.917 = 2,501) + (44 x 1.1 = 48) + (10,365 x 0.016 = 171) = 30,034

(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 <sup>1</sup> (P.P.U.)	% Distribution of Estimated Units <sup>2</sup>	Weighted Persons Per Unit Average
<i>Singles &amp; Semi Detached</i>	3.113	8%	0.255
<i>Multiples (6)</i>	2.117	31%	0.663
<i>Apartments (7)</i>	1.690	60%	1.022
<i>one bedroom or less</i>	1.207		
<i>two bedrooms or more</i>	1.974		
Total		100%	1.940

<sup>1</sup> Persons per unit based on adjusted Statistics Canada Custom 2016 Census database.

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

(4) Early 2020 households based upon 2016 Census (10,365 units) + Mid 2016 to Early 2020 unit estimate (1,305 units) = 11,670 units.

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

(6) Includes townhouses and apartments in duplexes.

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

Note: Numbers may not add to totals due to rounding.



Schedule 4b  
Town of Grimsby  
2041 Growth Forecast  
Early 2020 to Mid 2041

		Population
Early 2020 Population		30,034
Occupants of New Housing Units, Early 2020 to Mid 2041	<i>Units (2)</i>	3,292
	<i>multiplied by P.P.U. (3)</i>	1,840
	<i>gross population increase</i>	6,057
Occupants of New Equivalent Institutional Units, Early 2020 to Mid 2041	<i>Units</i>	101
	<i>multiplied by P.P.U. (3)</i>	1,100
	<i>gross population increase</i>	111
Decline in Housing Unit Occupancy, Early 2020 to Mid 2041	<i>Units (4)</i>	11,670
	<i>multiplied by P.P.U. decline rate (5)</i>	-0.006
	<i>total decline in population</i>	-72
Population Estimate to Mid 2041		36,130
<i>Net Population Increase, Early 2020 to Mid 2041</i>		6,096

(1) Early 2020 Population based on:

2016 Population (27,314) + Mid 2016 to Early 2020 estimated housing units to beginning of forecast period (1,305 x = 2,470) + (10,365 x 0.0241 = 250) = 30,034

(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 <sup>1</sup> (P.P.U.)	% Distribution of Estimated Units <sup>2</sup>	Weighted Persons Per Unit Average
<i>Singles &amp; Semi Detached</i>	3.113	5%	0.145
<i>Multiples (6)</i>	2.117	20%	0.413
<i>Apartments (7)</i>	1.690	76%	1.281
<i>one bedroom or less</i>	1.207		
<i>two bedrooms or more</i>	1.974		
<b>Total</b>		100%	1.840

<sup>1</sup> Persons per unit based on Statistics Canada Custom 2016 Census database.

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

(4) Early 2020 households based upon 10,365 (2016 Census) + 1,305 (Mid 2016 to Early 2020 unit estimate) = 11,670

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

(6) Includes townhouses and apartments in duplexes.

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

Note: Numbers may not add to totals due to rounding.



**Schedule 5  
Town of Grimsby  
Buildout Growth Forecast  
Early 2020 to Buildout**

		Population
<b>Early 2020 Population</b>		<b>30,034</b>
Occupants of New Housing Units, Early 2020 to Buildout	<i>Units (2)</i>	5,025
	<i>multiplied by P.P.U. (3)</i>	1,799
	<i>gross population increase</i>	9,038
Occupants of New Equivalent Institutional Units, Early 2020 to Buildout	<i>Units</i>	148
	<i>multiplied by P.P.U. (3)</i>	1,100
	<i>gross population increase</i>	163
Decline in Housing Unit Occupancy, Early 2020 to Buildout	<i>Units (4)</i>	11,670
	<i>multiplied by P.P.U. decline rate (5)</i>	-0.022
	<i>total decline in population</i>	-258
<b>Population Estimate to Buildout</b>		<b>38,977</b>
<b>Net Population Increase, Early 2020 to Buildout</b>		<b>8,943</b>

(1) Early 2020 Population based on:

2016 Population (27,314) + Mid 2016 to Early 2020 estimated housing units to beginning of forecast period (1,305 x = 2,470) + (10,365 x 0.0241 = 250) = 30,034

(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 <sup>1</sup> (P.P.U.)	% Distribution of Estimated Units <sup>2</sup>	Weighted Persons Per Unit Average
<i>Singles &amp; Semi Detached</i>	3.113	4%	0.118
<i>Multiples (6)</i>	2.117	13%	0.272
<i>Apartments (7)</i>	1.690	83%	1.409
<i>one bedroom or less</i>	1.207		
<i>two bedrooms or more</i>	1.974		
<b>Total</b>		100%	1.799

<sup>1</sup> Persons per unit based on Statistics Canada Custom 2016 Census database.

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

(4) Early 2020 households based upon 10,365 (2016 Census) + 1,305 (Mid 2016 to Early 2020 unit estimate) = 11,670

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

(6) Includes townhouses and apartments in duplexes.

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

Note: Numbers may not add to totals due to rounding.



Schedule 6a  
Town of Grimsby  
Summary of Units in the Development Approvals Process, Vacant Lands Designated for  
Residential and Intensification Potential  
Town of Grimsby Total Urban Area

Stage of Development	Density Type			
	Singles & Semi-Detached	Multiples <sup>1</sup>	Apartments <sup>2</sup>	Total
Registered Not Built	3	0	23	<b>26</b>
<i>% Breakdown</i>	12%	0%	88%	100%
Draft Plans Approved	6	40	119	<b>165</b>
<i>% Breakdown</i>	4%	24%	72%	100%
Application Under Review	113	73	1,949	<b>2,135</b>
<i>% Breakdown</i>	5%	3%	91%	100%
Vacant lands designated for Residential	0	263	2,099	<b>2,362</b>
<i>% Breakdown</i>	0%	11%	89%	100%
Additional Intensification	47	269	0	<b>316</b>
<i>% Breakdown</i>	15%	85%	0%	100%
Other Lands	225	397	24	<b>646</b>
<i>% Breakdown</i>	35%	61%	4%	100%
<b>Total</b>	<b>394</b>	<b>1,042</b>	<b>4,214</b>	<b>5,650</b>
<b>Total Adjusted for Residential Land Vacancy Factor<sup>3</sup></b>	<b>185</b>	<b>645</b>	<b>4,190</b>	<b>5,020</b>
<i>% Breakdown</i>	4%	13%	83%	100%

Source: Derived by Watson & Associates Economists Ltd. using Town of Grimsby Planning and Development Department data, January 2020.

<sup>1</sup> Includes townhomes and apartments in duplexes.

<sup>2</sup> Includes bachelor, 1 bedroom and 2 bedroom+ apartments.

<sup>3</sup> For the purposes of this Development Charges Background Study a residential land vacancy factor between 10-12% has been applied to the total vacant residential land inventory to account for residential development sites which may not be developed within the long-term planning horizon.

Note: Other lands are vacant lands designated for residential and intensification potential. Residential supply opportunities in the GO Secondary Plan area are included in this table.





Schedule 6b  
Town of Grimsby  
Summary of Units in the Development Approvals Process, Vacant Lands Designated for  
Residential and Intensification Potential  
Town of Grimsby - Urban

Stage of Development	Density Type			
	Singles & Semi-Detached	Multiples <sup>1</sup>	Apartments <sup>2</sup>	Total
Registered Not Built	3	0	23	<b>26</b>
<i>% Breakdown</i>	<i>12%</i>	<i>0%</i>	<i>88%</i>	<i>100%</i>
Draft Plans Approved	6	40	119	<b>165</b>
<i>% Breakdown</i>	<i>4%</i>	<i>24%</i>	<i>72%</i>	<i>100%</i>
Application Under Review	113	73	1,949	<b>2,135</b>
<i>% Breakdown</i>	<i>5%</i>	<i>3%</i>	<i>91%</i>	<i>100%</i>
Other Lands	225	397	24	<b>646</b>
<i>% Breakdown</i>	<i>35%</i>	<i>61%</i>	<i>4%</i>	<i>100%</i>
<b>Total</b>	<b>347</b>	<b>510</b>	<b>2,115</b>	<b>2,972</b>
<i>% Breakdown</i>	<i>12%</i>	<i>17%</i>	<i>71%</i>	<i>100%</i>

Source: Derived by Watson & Associates Economists Ltd. using Town of Grimsby Planning and Development Department data, January 2020.

<sup>1</sup> Includes townhomes and apartments in duplexes.

<sup>2</sup> Includes bachelor, 1 bedroom and 2 bedroom+ apartments.

<sup>3</sup> Vacancy factor may vary by density-type.

Note: Other lands are vacant lands designated for residential and intensification potential. This table does not include the residential supply opportunities identified in the GO Secondary Plan area.



Schedule 6c  
Town of Grimsby  
Summary of Units in the Development Approvals Process, Vacant Lands Designated for  
Residential and Intensification Potential  
Town of Grimsby – GO Secondary Plan Area

Stage of Development	Density Type			
	Singles & Semi-Detached	Multiples <sup>2</sup>	Apartments <sup>3</sup>	Total
Registered Not Built	0	0	0	<b>0</b>
<i>% Breakdown</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>
Draft Plans Approved	0	0	0	<b>0</b>
<i>% Breakdown</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>
Application Under Review	0	0	0	<b>0</b>
<i>% Breakdown</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>
Vacant lands designated for Residential	0	263	2,099	<b>2,362</b>
<i>% Breakdown</i>	<i>0%</i>	<i>11%</i>	<i>89%</i>	<i>100%</i>
Additional Intensification	47	269	0	<b>316</b>
<i>% Breakdown</i>	<i>15%</i>	<i>85%</i>	<i>0%</i>	<i>100%</i>
<b>Total</b>	<b>47</b>	<b>532</b>	<b>2,099</b>	<b>2,678</b>
<i>% Breakdown</i>	<i>2%</i>	<i>18%</i>	<i>71%</i>	<i>90%</i>

Source: Derived by Watson & Associates Economists Ltd. using Town of Grimsby Planning and Development Department data, January 2020.

<sup>1</sup> Includes townhomes and apartments in duplexes.

<sup>2</sup> Includes bachelor, 1 bedroom and 2 bedroom+ apartments.



Schedule 6d  
Town of Grimsby  
Summary of Units in the Development Approvals Process, Vacant Lands Designated for  
Residential and Intensification Potential

Town of Grimsby - Rural

Stage of Development	Density Type			
	Singles & Semi-Detached	Multiples <sup>2</sup>	Apartments <sup>3</sup>	Total
Registered Not Built	4	0	0	<b>4</b>
<i>% Breakdown</i>	<i>100%</i>	<i>0%</i>	<i>0%</i>	<i>100%</i>
Draft Plans Approved	0	0	0	<b>0</b>
<i>% Breakdown</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>
Application Under Review	1	0	0	<b>1</b>
<i>% Breakdown</i>	<i>100%</i>	<i>0%</i>	<i>0%</i>	<i>100%</i>
Vacant lands designated for Residential	0	0	0	<b>0</b>
<i>% Breakdown</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>
Additional Intensification	0	0	0	<b>0</b>
<i>% Breakdown</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>
<b>Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>
<i>% Breakdown</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>

Source: Derived by Watson & Associates Economists Ltd. using Town of Grimsby Planning and Development Department data, January 2020.

<sup>1</sup> Includes townhomes and apartments in duplexes.

<sup>2</sup> Includes bachelor, 1 bedroom and 2 bedroom+ apartments.



Schedule 6e  
Town of Grimsby  
Detailed Summary of Housing Units in the Development Approvals Process Plus Vacant  
Designated Lands Available for Residential Development  
Town of Grimsby - Urban Area

Map ID	Stage of Development	Density Type			Total
		Singles & Semi-Detached	Multiples <sup>1</sup>	Apartments <sup>2</sup>	
<b>Registered Development</b>					
19	Beverly Street	3	-	-	3
27	Phelps Legacy	-	-	23	23
<b>Registered Development Sub-Total</b>		<b>3</b>	<b>-</b>	<b>23</b>	<b>26</b>
<b>% Breakdown</b>		<b>12%</b>	<b>0%</b>	<b>88%</b>	<b>100%</b>
<b>Draft Approval Development</b>					
8	10 Shoreline Crescent	1	-	-	1
11	8 Lake Street	5	-	-	5
15	84 Livingston	-	-	119	119
18	27 John Street	-	40	-	40
<b>Draft Approval Development Sub-Total</b>		<b>6</b>	<b>40</b>	<b>119</b>	<b>165</b>
<b>% Breakdown</b>		<b>4%</b>	<b>24%</b>	<b>72%</b>	<b>100%</b>
<b>Unapproved Applications</b>					
1	709-721 Winston Road	35	-	-	35
5	Fifth Wheel	-	48	1,247	1,295
10	Foran's Marina	-	8	25	33
16	6 Doran	-	-	92	92
17	61 Main Street East	-	-	4	4
20	133 Main Street East	-	-	148	148
21	226-228 Main Street East	8	-	-	8
23	7 Park Road South	5	-	-	5
25	314 Main Street East	55	-	-	55
26	Northeast Corner of Livingston Avenue at Slessor Boulevard	-	-	8	8
28	25 Bartlett	-	17	-	17
<b>Unapproved Applications Sub-Total</b>		<b>103</b>	<b>73</b>	<b>1,524</b>	<b>1,700</b>
<b>% Breakdown</b>		<b>6%</b>	<b>4%</b>	<b>90%</b>	<b>100%</b>
<b>Preliminary Discussions</b>					
4	Casablanca Winery Inn	-	-	425	425
22	Teeter Place	10	-	-	10
<b>Preliminary Discussions Sub-Total</b>		<b>10</b>	<b>-</b>	<b>425</b>	<b>435</b>
<b>% Breakdown</b>		<b>2%</b>	<b>0%</b>	<b>98%</b>	<b>100%</b>
<b>Other Lands</b>					
2	Winston Road Lots West of Kelson Avenue	38	-	-	38
3	544-540 North Service Road	-	133	-	133
6	Hand Roberts Road	20	-	-	20
7	North Service Road at Roberts Road	62	-	-	62
9	Bowling Alley	-	49	-	49
12	Sobkowich Greenhouses	-	215	-	215
13	Lake Street at Sewage Treatment Plant	25	-	-	25
14	Kerman Avenue Greenhouses	48	-	-	48
24	Bartlett at Escarpment	32	-	-	32
29	Lincoln Park	-	-	24	24
<b>Other Lands Sub-Total</b>		<b>225</b>	<b>397</b>	<b>24</b>	<b>646</b>
<b>% Breakdown</b>		<b>35%</b>	<b>61%</b>	<b>4%</b>	<b>100%</b>
<b>Total Urban</b>		<b>347</b>	<b>510</b>	<b>2,115</b>	<b>2,972</b>
<b>% Allocation</b>		<b>12%</b>	<b>17%</b>	<b>71%</b>	<b>100%</b>

Source: Derived by Watson & Associates Economists Ltd. using Town of Grimsby Planning and Development Department data, January 2020.

<sup>1</sup> Includes townhouses and apartments in duplexes.

<sup>2</sup> Includes bachelor, 1 bedroom and 2 bedroom+ apartments.

Note: This table does not include the residential supply opportunities identified in the GO Secondary Plan area.





Schedule 7  
Town of Grimsby  
Historical Residential Building Permits  
Years 2011 to 2020

Year	Residential Building Permits			
	Singles & Semi Detached	Multiples <sup>1</sup>	Apartments <sup>2</sup>	Total
2011	78	152	0	230
2012	45	33	0	78
2013	57	197	36	290
2014	163	88	4	255
2015	49	0	83	132
Sub-total	392	470	123	985
<b>Average (2011 - 2015)</b>	<b>78</b>	<b>94</b>	<b>25</b>	<b>197</b>
% Breakdown	39.8%	47.7%	12.5%	100.0%
2016	17	182	340	539
2017	13	101	0	114
2018	31	19	342	392
2019	61	76	383	520
2020	15	42	0	57
Sub-total	137	420	1,065	1,622
<b>Average (2016 - 2020)</b>	<b>27</b>	<b>84</b>	<b>213</b>	<b>324</b>
% Breakdown	8.4%	25.9%	65.7%	100.0%
2011 - 2020				
Total	529	890	1,188	2,607
<b>Average</b>	<b>49</b>	<b>90</b>	<b>108</b>	<b>261</b>
% Breakdown	20.3%	34.1%	45.6%	100.0%

Source: Historical housing activity derived from Statistics Canada building permit data for the Town of Grimsby, 2011-2019, and 2020 from the Town of Grimsby based on August YTD building permit activity and review of active residential applications.

<sup>1</sup> Includes townhouses and apartments in duplexes.

<sup>2</sup> Includes bachelor, 1 bedroom and 2 bedroom+ apartments.



Schedule 8a  
Town of Grimsby  
Person Per Unit by Age and Type of Dwelling  
(2016 Census)

Age of Dwelling	Singles and Semi-Detached						25 Year Average	25 Year Average Adjusted <sup>2</sup>
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total		
1-5	-	-	-	3.117	-	2.930		
6-10	-	-	1.500	3.356	4.091	3.214		
11-15	-	-	-	3.078	-	3.158		
16-20	-	-	1.833	3.263	-	3.112		
20-25	-	-	-	3.160	-	3.156	3.114	3.113
25-35	-	-	-	2.918	4.158	3.005		
35+	-	1.467	1.712	2.638	4.192	2.591		
<b>Total</b>	-	1.412	1.745	2.862	4.140	2.820		

Age of Dwelling	Multiples <sup>1</sup>						25 Year Average	25 Year Average Adjusted <sup>2</sup>
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total		
1-5	-	-	1.720	2.436	-	2.282		
6-10	-	-	1.900	2.161	-	2.079		
11-15	-	-	1.618	2.552	-	2.221		
16-20	-	-	1.667	2.320	-	2.049		
20-25	-	-	1.714	2.696	-	2.289	2.184	2.117
25-35	-	-	-	2.143	-	2.386		
35+	-	-	1.474	2.556	-	2.000		
<b>Total</b>	-	1.182	1.738	2.415	-	2.191		

Age of Dwelling	All Density Types					
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total
1-5	-	-	1.650	2.743	-	2.479
6-10	-	-	1.814	3.077	4.091	2.811
11-15	-	-	1.736	2.906	-	2.675
16-20	-	-	1.714	3.097	-	2.721
20-25	-	-	1.682	2.973	-	2.774
25-35	-	-	1.774	2.805	4.333	2.780
35+	-	1.215	1.759	2.622	4.070	2.442
<b>Total</b>	-	1.248	1.744	2.779	4.149	2.584

<sup>1</sup> Includes townhouses and apartments in duplexes.

<sup>2</sup> Adjusted based on 2001-2016 historical trends.

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  
Niagara Region  
Person Per Unit by Age and Type of Dwelling  
(2016 Census)

Age of Dwelling	Apartments <sup>1</sup>						25 Year Average	25 Year Average Adjusted <sup>2</sup>
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total		
1-5	-	1.317	1.652	2.783	-	<b>1.669</b>		
6-10	-	1.178	1.721	3.067	-	<b>1.685</b>		
11-15	-	1.381	1.865	2.632	-	<b>1.817</b>		
16-20	-	1.241	1.847	2.652	-	<b>1.686</b>		
20-25	-	1.224	1.780	2.974	-	<b>1.668</b>	1.705	1.690
25-35	0.800	1.199	1.729	3.082	-	<b>1.589</b>		
35+	1.085	1.167	1.740	2.616	2.550	<b>1.562</b>		
<b>Total</b>	<b>0.892</b>	<b>1.185</b>	<b>1.746</b>	<b>2.716</b>	<b>2.875</b>	<b>1.589</b>		

Age of Dwelling	All Density Types					
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total
1-5	-	1.411	1.792	2.879	4.380	<b>2.604</b>
6-10	-	1.337	1.821	2.966	4.291	<b>2.688</b>
11-15	-	1.447	1.836	2.931	4.284	<b>2.745</b>
16-20	-	1.430	1.868	2.895	3.934	<b>2.656</b>
20-25	-	1.253	1.799	2.895	3.934	<b>2.515</b>
25-35	-	1.231	1.818	2.787	3.648	<b>2.497</b>
35+	1.250	1.219	1.790	2.539	3.725	<b>2.272</b>
<b>Total</b>	<b>1.250</b>	<b>1.242</b>	<b>1.800</b>	<b>2.658</b>	<b>3.841</b>	<b>2.383</b>

<sup>1</sup> Includes bachelor, 1 bedroom and 2 bedroom+ apartments.

<sup>2</sup> Adjusted based on 2001-2016 historical trends.

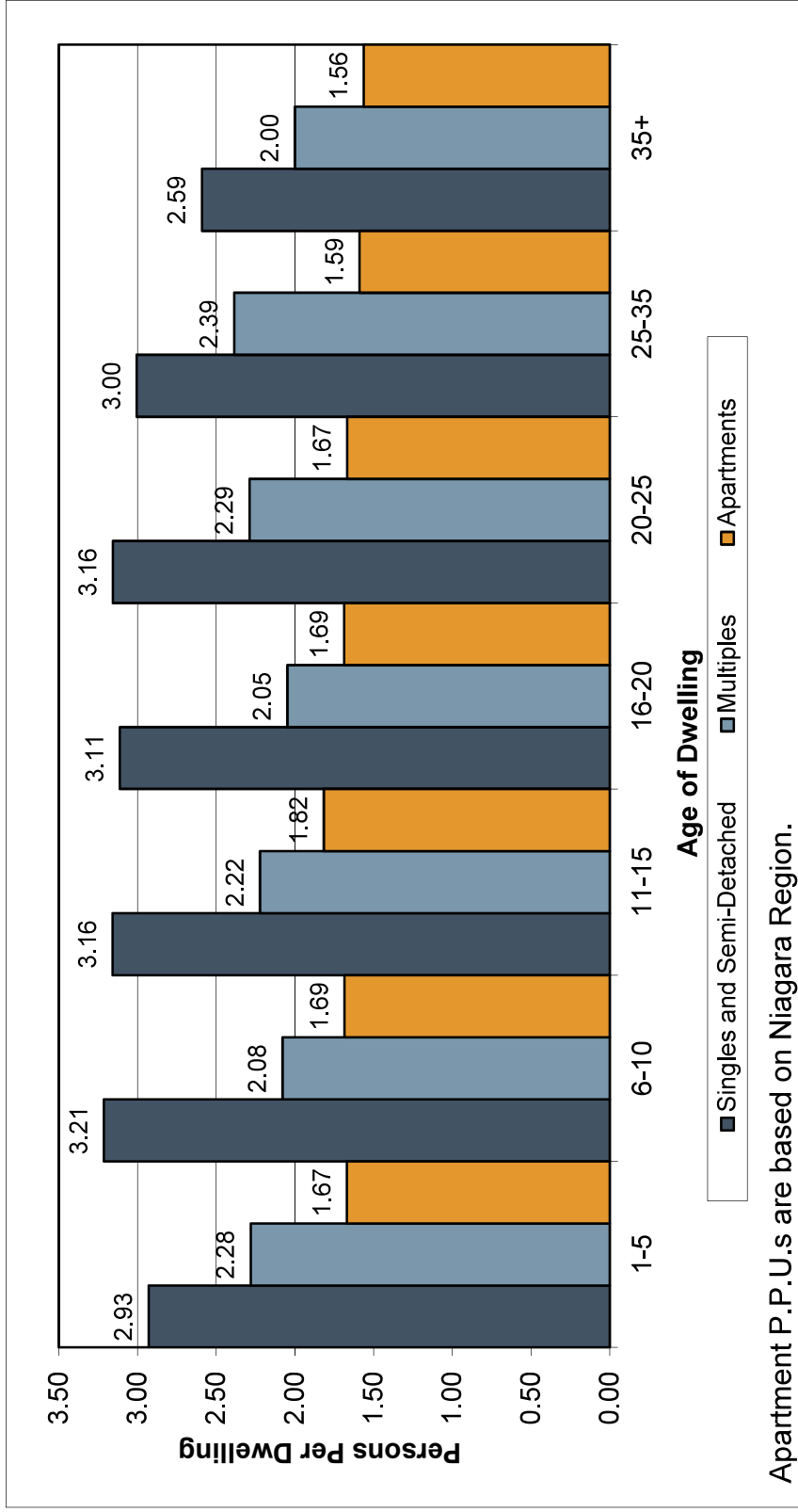
Note: Does not include Statistics Canada data classified as 'Other'

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 Grimsby  
Person Per Unit Structural Type and Age of Dwelling  
(2016 Census)





## Schedule 10a Town of Grimsby Employment Forecast, 2020 to Buildout

Period	Population					Activity Rate					Employment					Employment	
	Primary	Work at Home	Industrial	Commercial/Population Related	Institutional	Total	N.F.P.O.W. <sup>1</sup>	Total including NPPOW	Primary	Work at Home	Industrial	Commercial/Population Related	Institutional	Total	N.F.P.O.W. <sup>1</sup>	Total Employment (including N.F.P.O.W.)	Total (Excluding Work at Home and N.F.P.O.W.)
Mid 2006	23,937	0.013	0.045	0.117	0.058	0.308	0.031	0.340	300	1,075	1,820	2,805	1,380	7,380	750	8,130	6,305
Mid 2011	25,325	0.005	0.028	0.107	0.068	0.272	0.032	0.304	125	710	1,638	2,708	1,715	6,895	810	7,705	6,185
Mid 2016	27,314	0.006	0.040	0.121	0.075	0.313	0.044	0.357	160	1,100	1,940	3,300	2,050	8,550	1,194	9,744	7,450
Early 2020	30,034	0.005	0.041	0.118	0.071	0.304	0.044	0.348	160	1,233	2,042	3,557	2,145	9,137	1,328	10,465	7,904
Early 2030	33,163	0.005	0.050	0.127	0.072	0.319	0.053	0.372	160	1,670	2,180	4,199	2,381	10,591	1,754	12,345	8,921
Mid 2041	36,129	0.004	0.064	0.133	0.072	0.338	0.067	0.405	160	2,322	2,331	4,815	2,587	12,215	2,416	14,630	9,893
Buildout	38,977	0.004	0.076	0.132	0.071	0.348	0.079	0.427	160	2,962	2,642	5,132	2,767	13,663	3,071	16,734	10,701
<b>Incremental Change</b>																	
Mid 2006 - Mid 2011	1,388	-0.008	-0.017	-0.010	-0.010	-0.036	0.001	-0.035	-175	-365	-183	-98	335	-485	60	-425	-120
Mid 2011 - Mid 2016	1,989	0.009	0.0122	0.0064	0.0073	0.0408	0.0117	0.0525	35	390	303	593	335	1,655	384	2,039	1,265
Mid 2016 - Early 2020	2,720	-0.0005	0.0008	-0.0024	-0.0036	-0.0088	0.0005	-0.0083	0	133	102	257	95	587	134	721	454
Early 2020 - Early 2030	3,129	-0.0005	0.0093	0.0082	0.0004	0.0151	0.0087	0.0238	0	437	138	642	237	1,454	426	1,880	1,017
Early 2020 - Mid 2041	6,095	-0.0009	0.0232	-0.0035	0.0148	0.0339	0.0226	0.0585	0	1,089	289	1,258	443	3,078	1,087	4,165	1,989
Early 2020 - Buildout	8,943	-0.0012	0.0349	-0.0002	0.0132	0.0439	0.0346	0.0785	0	1,729	600	1,575	622	4,526	1,743	6,269	2,797
<b>Annual Average</b>																	
Mid 2006 - Mid 2011	276	-0.00152	-0.00337	-0.00205	0.00201	-0.00721	0.00013	-0.00708	-35	-73	-37	-20	67	-97	12	-85	-24
Mid 2011 - Mid 2016	398	0.0002	0.0024	0.0028	0.0015	0.0082	0.0023	0.0105	7	78	61	119	67	331	77	408	253
Mid 2016 - Early 2020	777	-0.0002	0.0002	-0.0007	-0.0010	-0.0025	0.0001	-0.0024	0	38	29	73	27	168	38	206	130
Early 2020 - Early 2030	313	-0.00005	0.00093	0.00082	0.00004	0.00151	0.00087	0.00238	0	44	14	64	24	145	43	188	102
Early 2020 - Mid 2041	284	-0.00004	0.00108	-0.00016	0.00069	0.00157	0.00105	0.00263	0	51	13	58	21	143	51	194	93

Source: Derived from Niagara Region Municipal Comprehensive Review – Draft Updated Forecasts and Local Growth Allocations (July 2018, Hemson Memo) forecast for the Town of Grimsby, Draft Water and Wastewater System Servicing Needs Technical Memo (Nov 2019) by GM BluePlan, and discussions with municipal staff regarding servicing and land supply by Watson & Associates Economists Ltd., 2020

<sup>1</sup> 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, et



**Schedule 10b**  
**Town of Grimsby**  
**Employment and Gross Floor Area (G.F.A.) Forecast, 2020 to Buildout**

Period	Population	Employment			Gross Floor Area in Square Feet (Estimated) <sup>1</sup>				
		Primary	Industrial	Commercial/ Population Related	Industrial	Commercial/ Population Related	Institutional	Total	
Mid 2006	23,937	300	1,820	2,805	1,380	6,305			
Mid 2011	25,325	125	1,638	2,708	1,715	6,185			
Mid 2016	27,314	160	1,940	3,300	2,050	7,450			
Early 2020	30,034	160	2,042	3,557	2,145	7,904			
Early 2030	33,163	160	2,180	4,199	2,381	8,921			
Mid 2041	36,129	160	2,331	4,815	2,587	9,893			
Buildout	38,977	160	2,642	5,132	2,767	10,701			
<b>Incremental Change</b>									
Mid 2006 - Mid 2011	1,388	-175	-183	-98	335	-120			
Mid 2011 - Mid 2016	1,989	35	303	593	335	1,265			
Mid 2016 - Early 2020	2,720	0	102	257	95	454			
Early 2020 - Early 2030	3,129	0	138	642	237	1,017	165,700	606,300	
Early 2020 - Mid 2041	6,095	0	289	1,258	443	1,989	317,500	1,193,400	
Early 2020 - Buildout	8,943	0	600	1,575	622	2,797	659,700	1,804,100	
<b>Annual Average</b>									
Mid 2006 - Mid 2011	278	-35	-37	-20	67	-24			
Mid 2011 - Mid 2016	398	7	61	119	67	253			
Mid 2016 - Early 2020	777	0	29	73	27	130			
Early 2020 - Early 2030	313	0	14	64	24	102	15,150	60,630	
Early 2020 - Mid 2041	284	0	13	58	21	93	14,767	55,507	

Source: Derived from Niagara Region Municipal Comprehensive Review - Draft Updated Forecasts and Local Growth Allocations (July 2018); Henson Memo forecast for the Town of Grimsby; Draft Water and Wastewater System Servicing Needs Technical Memo (Nov 2019) by GM BluePlan; and discussions with municipal staff regarding servicing and land supply by Watson & Associates Economists Ltd., 2020

<sup>1</sup> Square Foot Per Employee Assumptions  
 Industrial 1,100  
 Commercial/ Population Related 450  
 Institutional 700  
 \* Reflects Early 2020 to Buildout forecast period  
 Note: Numbers may not add to totals due to rounding.



Schedule 10c  
Town of Grimsby  
Estimate of the Anticipated Amount, Type and Location of  
Non-Residential Development for Which Development Charges can be Imposed

Development Location	Timing	Industrial G.F.A. S.F. <sup>1</sup>	Commercial G.F.A. S.F. <sup>1</sup>	Institutional G.F.A. S.F. <sup>1</sup>	Total Non-Residential G.F.A. S.F.	Employment Increase <sup>2</sup>
Urban	2020 - 2030	143,900	283,300	165,700	592,900	997
	2020 - 2041	301,600	554,600	309,900	1,166,100	1,949
	2020 - Buildout	626,700	694,600	435,600	1,756,900	2,736
Rural	2020 - 2030	7,600	5,800	-	13,400	20
	2020 - 2041	15,900	11,400	-	27,300	40
	2020 - Buildout	33,000	14,200	-	47,200	61
Town of Grimsby	2020 - 2030	151,500	289,100	165,700	606,300	1,017
	2020 - 2041	317,500	566,000	309,900	1,193,400	1,989
	2020 - Buildout	659,700	708,800	435,600	1,804,100	2,797

Source: Derived from Niagara Region Municipal Comprehensive Review – Draft Updated Forecasts and Local Growth Allocations (July 2018, Hemson Memo) forecast for the Town of Grimsby, Draft Water and Wastewater System Servicing Needs Technical Memo (Nov 2019) by GM BluePlan, and discussions with municipal staff regarding servicing and land supply by Watson & Associates Economists Ltd., 2020

<sup>1</sup> Square feet per employee assumptions:

- Industrial 1,100
- Commercial 450
- Institutional 700

<sup>2</sup> Employment Increase does not include No Fixed Place of Work.

\* Reflects Early 2020 to Buildout forecast period



**Schedule 11**  
**Town of Grimsby**  
**Non-Residential Construction Value**  
**Years 2007 to 2016**  
**(000's 2018 \$)**

YEAR	Industrial			Commercial			Institutional			Total						
	New	Improve	Additions	Total	New	Improve	Additions	Total	New	Improve	Additions	Total				
2007	913	561	0	1,474	10,476	639	0	11,115	1,165	112	0	1,277	12,554	1,312	0	13,866
2008	23,598	5,130	0	28,728	2,400	3,692	0	6,092	0	308	0	308	25,998	9,130	0	35,128
2009	0	2,884	0	2,884	0	1,149	0	1,149	15,097	5,320	0	20,417	15,097	9,353	0	24,450
2010	0	93	0	93	6,064	376	0	6,440	16,168	694	0	16,861	22,232	1,162	0	23,394
2011	816	945	0	1,761	1,088	1,011	0	2,099	0	1,101	0	1,101	1,904	3,057	0	4,961
2012	1,190	507	0	1,697	2,654	1,572	0	4,226	7,203	5,073	0	12,275	11,047	7,151	0	18,198
2013	537	608	0	1,145	1,320	1,498	0	2,818	0	351	0	351	1,857	2,457	0	4,314
2014	4,365	247	0	4,612	3,598	1,810	0	5,408	1,342	1,009	0	2,351	9,305	3,066	0	12,371
2015	366	481	0	847	1,285	1,169	0	2,454	0	233	0	233	1,651	1,884	0	3,534
2016	3,929	353	0	4,282	1,485	1,137	0	2,622	2,901	67	0	2,968	8,316	1,557	0	9,873
Subtotal	35,714	11,809	0	47,523	30,370	14,053	0	44,423	43,875	14,268	0	58,143	109,959	40,130	0	150,089
Percent of Total	75%	25%	0%	100%	68%	32%	0%	100%	75%	25%	0%	100%	73%	27%	0%	100%
<b>Average</b>	<b>4,464</b>	<b>1,181</b>	<b>0</b>	<b>4,752</b>	<b>3,374</b>	<b>1,405</b>	<b>0</b>	<b>4,442</b>	<b>7,313</b>	<b>1,427</b>	<b>0</b>	<b>5,814</b>	<b>10,996</b>	<b>4,013</b>	<b>0</b>	<b>15,009</b>
2007 - 2011																
Period Total				34,939				26,895					39,964			101,798
<b>2007 - 2011 Average</b>				<b>6,988</b>				<b>5,379</b>					<b>7,993</b>			<b>20,360</b>
% Breakdown				34.3%				26.4%					39.3%			100.0%
2012 - 2016																
Period Total				12,583				17,528					18,179			48,290
<b>2012 - 2016 Average</b>				<b>2,517</b>				<b>3,506</b>					<b>3,636</b>			<b>9,658</b>
% Breakdown				26.1%				36.3%					37.6%			100.0%
2007 - 2016																
Period Total				47,523				44,423					58,143			150,089
<b>2007 - 2016 Average</b>				<b>4,752</b>				<b>4,442</b>					<b>5,814</b>			<b>15,009</b>
% Breakdown				31.7%				29.6%					38.7%			100.0%

Source: Statistics Canada Publication, 64-001-XIB  
 Note: Inflated to year-end 2017 (January, 2018) dollars using Reed Construction Cost Index



## Schedule 12 Town of Grimsby

### Employment to Population Ratio by Major Employment Sector, 2006 to 2016

NAICS		Year			Change		Comments
		2006	2011	2016	06-11	11-16	
<b>Employment by industry</b>							
<b>Primary Industry Employment</b>							
11	<i>Agriculture, forestry, fishing and hunting</i>	490	175	215	-315	40	Categories which relate to local land-based resources
21	<i>Mining and oil and gas extraction</i>	0	0	15	0	15	
<b>Sub-total</b>		<b>490</b>	<b>175</b>	<b>230</b>	<b>-315</b>	<b>55</b>	
<b>Industrial and Other Employment</b>							
22	<i>Utilities</i>	20	50	55	30	5	Categories which relate primarily to industrial land supply and demand
23	<i>Construction</i>	265	275	310	10	35	
31-33	<i>Manufacturing</i>	925	765	760	-160	-5	
41	<i>Wholesale trade</i>	450	440	590	-10	150	
48-49	<i>Transportation and warehousing</i>	330	195	360	-135	165	
56	<i>Administrative and support</i>	90	83	115	-8	33	
<b>Sub-total</b>		<b>2,080</b>	<b>1,808</b>	<b>2,190</b>	<b>-273</b>	<b>383</b>	
<b>Population Related Employment</b>							
44-45	<i>Retail trade</i>	1,055	1,030	1,405	-25	375	Categories which relate primarily to population growth within the municipality
51	<i>Information and cultural industries</i>	75	95	110	20	15	
52	<i>Finance and insurance</i>	310	285	305	-25	20	
53	<i>Real estate and rental and leasing</i>	165	195	200	30	5	
54	<i>Professional, scientific and technical services</i>	360	270	500	-90	230	
55	<i>Management of companies and enterprises</i>	0	0	0	0	0	
56	<i>Administrative and support</i>	90	83	115	-8	33	
71	<i>Arts, entertainment and recreation</i>	80	95	215	15	120	
72	<i>Accommodation and food services</i>	760	525	655	-235	130	
81	<i>Other services (except public administration)</i>	410	490	435	80	-55	
<b>Sub-total</b>		<b>3,305</b>	<b>3,068</b>	<b>3,940</b>	<b>-238</b>	<b>873</b>	
<b>Institutional</b>							
61	<i>Educational services</i>	310	455	570	145	115	
62	<i>Health care and social assistance</i>	1,045	1,220	1,405	175	185	
91	<i>Public administration</i>	150	170	215	20	45	
<b>Sub-total</b>		<b>1,505</b>	<b>1,845</b>	<b>2,190</b>	<b>340</b>	<b>345</b>	
<b>Total Employment</b>		<b>7,380</b>	<b>6,895</b>	<b>8,550</b>	<b>-485</b>	<b>1,655</b>	
<b>Population</b>		<b>23,937</b>	<b>25,325</b>	<b>27,314</b>	<b>1,388</b>	<b>1,989</b>	
<b>Employment to Population Ratio</b>							
<b>Industrial and Other Employment</b>		<b>0.09</b>	<b>0.07</b>	<b>0.08</b>	<b>-0.02</b>	<b>0.01</b>	
<b>Population Related Employment</b>		<b>0.14</b>	<b>0.12</b>	<b>0.14</b>	<b>-0.02</b>	<b>0.02</b>	
<b>Institutional Employment</b>		<b>0.06</b>	<b>0.07</b>	<b>0.08</b>	<b>0.01</b>	<b>0.01</b>	
<b>Primary Industry Employment</b>		<b>0.02</b>	<b>0.01</b>	<b>0.01</b>	<b>-0.01</b>	<b>0.00</b>	
<b>Total</b>		<b>0.31</b>	<b>0.27</b>	<b>0.31</b>	<b>-0.04</b>	<b>0.04</b>	

Source: Statistics Canada Employment by Place of Work

Note: 2006-2016 employment figures are classified by North American Industry Classification System (NAICS) Code



# Appendix B

## Level of Service



# Appendix B: Level of Service

Service Category	Sub-Component	SUMMARY OF SERVICE STANDARDS AS PER DEVELOPMENT CHARGES ACT, 1997, AS AMENDED						Maximum Ceiling LOS	Utilized	Remaining
		10 Year Average Service Standard			Quality (per capita)					
		Cost (per capita)	Quantity (per capita)	Quantity (per capita)	Quality (per capita)	Quality (per capita)	Quality (per capita)			
Services Related to a Highway	Roads and Related Facilities	\$11,461.50	0.0036	km of roadways	3,183,750	per lane km	69,869,304	10,848,130	59,021,174	
	Vehicles and Equipment	\$231.86	0.9621	sq.ft. of building area	241	per sq.ft.	1,413,419	60,000	1,353,419	
	Fire Facilities	\$190.79	0.0018	No. of vehicles and equipment	105,994	per vehicle	1,163,056	423,650	739,406	
Fire Protection Services	Fire Facilities	\$212.30	0.5916	Square feet of building area	359	per sq.ft.	1,294,181			
	Fire Vehicles	\$174.84	0.0003	No. of vehicles	582,800	per vehicle	1,065,825	2,594,752	2,595,494	
	Fire Small Equipment and Gear	\$38.63	0.0034	No. of equipment and gear	11,362	per Firefighter	235,488			
Parks and Recreation Services	Parkland Development	\$389.69	0.0059	Acres of Parkland	66,049	per acre	1,219,340			
	Parkland Amenities	\$170.68	0.0035	No. of parkland amenities	48,766	per amenity	534,058	6,991,910	529	
	Vehicles and Equipment	\$48.98	0.0010	No. of vehicles and equipment	48,980	per vehicle	153,258			
	Recreation Facilities	\$1,625.37	7.4346	sq.ft. of building area	219	per sq.ft.	5,085,783			
Library Services	Library Facilities	\$283.96	0.5953	ft <sup>2</sup> of building area	477	per sq.ft.	888,511	1,741,112	708	
	Library Collection Materials	\$272.71	5.4273	No. of library collection items	50	per collection item	853,310			





**Town of Grimsby  
Service Standard Calculation Sheet**

Service: Services Related to a Highway  
 Contact : Brandon Watman  
 Unit Measure: km of roadways

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/km)
<b>Collectors - Rural kilometers</b>											
2 lane	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.60	50.60	50.60	\$2,820,000
<b>Collectors - Urban kilometers</b>											
2 lane	43.00	43.00	47.00	47.00	47.00	47.00	47.00	47.00	47.00	47.00	\$3,610,000
<b>Total</b>	<b>93.00</b>	<b>93.00</b>	<b>97.00</b>	<b>97.00</b>	<b>97.00</b>	<b>97.00</b>	<b>97.00</b>	<b>97.60</b>	<b>97.60</b>	<b>97.60</b>	

Population	24,935	25,325	25,798	25,935	26,486	27,103	27,314	28,409	28,740	29,507
Per Capita Standard	0.0037	0.0037	0.0038	0.0037	0.0037	0.0036	0.0036	0.0034	0.0034	0.0033

	2010-2019
Quantity Standard	0.0036
Quality Standard	\$3,183,750
Service Standard	\$11,462

D.C. Amount (before deductions)	22 year
Forecast Population	6,096
\$ per Capita	\$11,462
Eligible Amount	\$69,869,304



**Town of Grimsby  
Service Standard Calculation Sheet**

Service: Public Works - Facilities  
Unit Measure: sq.ft. of building area

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Operations Centre	17,059	17,059	17,059	17,059	17,059	17,059	17,059	17,059	17,059	26,406	\$238	\$271
Winston Road Barn	1,300	1,300	1,300	1,300	1,300	1,300	1,300	1,300	1,300	1,300	\$258	\$293
Sand/Salt Dome	6,648	6,648	6,648	6,648	6,648	6,648	6,648	6,648	6,648	6,648	\$129	\$150
<b>Total</b>	<b>25,007</b>	<b>25,007</b>	<b>25,007</b>	<b>25,007</b>	<b>25,007</b>	<b>25,007</b>	<b>25,007</b>	<b>25,007</b>	<b>25,007</b>	<b>34,354</b>		

Population	24,935	25,325	25,798	25,935	26,486	27,103	27,314	28,409	28,740	29,507
Per Capita Standard	1.0029	0.9874	0.9693	0.9642	0.9442	0.9227	0.9155	0.8802	0.8701	1.1643

	2010-2019
Quantity Standard	0.9621
Quality Standard	\$241
Service Standard	\$232

	22 year
D.C. Amount (before deductions)	
Forecast Population	6,096
\$ per Capita	\$232
Eligible Amount	\$1,413,419



**Town of Grimsby  
Service Standard Calculation Sheet**

Service: Public Works - Vehicles and Equipment  
Unit Measure: No. of vehicles and equipment

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/Vehicle)
Dump Truck, Plow, Wing	7	7	7	7	7	7	7	9	9	9	\$256,000
Pickup Truck - Medium	5	6	6	6	6	6	7	7	7	8	\$45,000
Pickup Truck - Heavy	3	3	3	3	3	3	3	3	3	3	\$70,000
Dump Truck (2 tonne)	3	4	4	4	4	4	4	4	4	4	\$75,000
Van (International)	-	-	-	1	1	1	1	1	1	1	\$215,000
Van (Ford)	1	1	1	1	1	1	1	1	1	2	\$65,000
Cargo Van (GMC)	-	-	-	-	-	-	1	1	1	1	\$130,000
Sewer Flusher (Vac Truck)	1	1	1	1	1	1	1	1	1	-	\$252,000
Street Flusher (Street Sweeper)	1	1	1	1	1	1	1	1	1	1	\$325,000
Trackless & Snow Blower	3	3	3	3	3	3	3	3	3	4	\$165,000
Backhoe (John Deere)	1	1	1	1	1	1	1	1	1	1	\$185,000
Backhoe (Case)	1	1	1	1	1	1	1	1	1	1	\$140,000
Loader	1	1	1	1	1	1	1	1	1	2	\$215,000
Progator	1	1	1	1	1	1	1	1	1	1	\$40,000
Progator	-	-	-	-	-	-	-	-	-	1	\$45,000
Portable Steamer	1	1	1	1	1	1	1	1	1	1	\$15,000
Concrete Saw	1	1	1	1	1	1	1	1	1	1	\$8,000
Mowers	2	2	2	3	3	3	3	3	3	4	\$20,000
Tractor	-	-	1	1	1	1	1	1	1	1	\$110,000
Air Compressor	1	1	1	1	1	1	1	1	1	1	\$20,000
Line Painter	1	1	1	1	1	1	1	1	1	1	\$10,000
Vibrator Roller	1	1	1	1	1	1	1	1	1	1	\$20,000
Trash Pump	1	1	1	1	1	1	1	1	1	1	\$25,000
W/C Brush Chipper	1	1	1	1	1	1	1	1	1	1	\$60,000
Precision Locating Kit	1	1	1	1	1	1	1	1	1	-	\$8,000
SeeSnake Sanitary Sewer Video Camera	1	1	1	1	1	1	1	1	1	1	\$20,000



**Town of Grimsby  
Service Standard Calculation Sheet**

Service: Public Works - Vehicles and Equipment  
Unit Measure: No. of vehicles and equipment

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/Vehicle)
Vacuum Excavator / Hydrovac	-	-	-	-	-	-	-	-	-	-	\$540,000
Valve Exerciser	1	1	1	1	1	1	1	1	1	1	\$15,000
Enclosed Trailer	-	1	1	1	1	1	1	1	1	2	\$11,000
Stump Grinder	-	-	-	-	-	-	-	-	-	-	\$60,000
Sidewalk Grinder	1	1	1	1	1	1	1	1	1	1	\$8,200
<b>Total</b>	<b>41</b>	<b>44</b>	<b>45</b>	<b>47</b>	<b>47</b>	<b>47</b>	<b>51</b>	<b>51</b>	<b>52</b>	<b>58</b>	

Population	24,935	25,325	25,798	25,935	26,486	27,103	27,314	28,409	28,740	29,507
Per Capita Standard	0.0016	0.0017	0.0017	0.0018	0.0018	0.0017	0.0019	0.0018	0.0018	0.0020

	2010-2019
Quantity Standard	0.0018
Quality Standard	\$105,994
Service Standard	\$191

D.C. Amount (before deductions)	22 year
Forecast Population	6,096
\$ per Capita	\$191
Eligible Amount	\$1,163,056



**Town of Grimsby  
Service Standard Calculation Sheet**

Service: Fire Facilities  
Unit Measure: Square feet of building area

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2016 Bld'g Value (\$/sq.ft.)	2020 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Station #1 (Headquarters)	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	\$288	\$326	\$384
Old Station #2	1,600	1,600	1,600	1,600	1,600	1,600	1,600	-	-	-	\$113	\$129	\$157
New Station #2	-	-	-	-	-	-	-	8,500	8,500	8,500	\$288	\$225	\$280
Training Centre	-	-	-	-	-	-	-	6,900	6,900	6,900	\$285	\$354	\$430
Training Tower	-	-	-	-	-	-	-	1,600	1,600	1,600	\$438	\$354	\$430
<b>Total</b>	<b>11,600</b>	<b>11,600</b>	<b>11,600</b>	<b>11,600</b>	<b>11,600</b>	<b>11,600</b>	<b>11,600</b>	<b>27,000</b>	<b>27,000</b>	<b>27,000</b>			

Population	24,935	25,325	25,798	25,935	26,486	27,103	27,314	28,409	28,740	29,507
Per Capita Standard	0.4652	0.4580	0.4496	0.4473	0.4380	0.4280	0.4247	0.9504	0.9395	0.9150

	2010-2019
Quantity Standard	0.5916
Quality Standard	\$359
Service Standard	\$212

D.C. Amount (before deductions)	22 year
Forecast Population	6,096
\$ per Capita	\$212
Eligible Amount	\$1,294,181



**Town of Grimsby  
Service Standard Calculation Sheet**

Service: Fire Vehicles  
Unit Measure: No. of vehicles

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/Vehicle)
1994 Freightliner Trip. Comb. Pump	1	1	1	1	1	1	1	1	1	1	\$766,100
2001 Spartan Glad Quint	1	1	1	1	1	1	1	1	1	1	\$1,413,200
2002 GMC Jimmy Command Car	1	-	-	-	-	-	-	-	-	-	\$53,100
2003 Spartan Ad. Heavy Rescue	1	1	1	1	1	1	1	1	1	1	\$648,300
2008 KME Triple Comp. Pumper	1	1	1	1	1	1	1	1	1	1	\$883,800
2009 F-250 Command Vehicle	1	1	1	1	1	1	1	1	1	1	\$76,600
2005 Ford Explorer Command Vehicle	-	-	-	-	-	-	-	-	-	-	\$76,600
2010 GMC Acadia	1	1	1	1	1	1	1	1	1	1	\$74,000
2011 Freightliner Tanker	-	1	1	1	1	1	1	1	1	1	\$411,600
2013 Ford Explorer	-	-	1	1	1	1	1	1	1	1	\$77,400
2014 Dodge Ram 3500	-	-	-	1	1	1	1	1	1	1	\$89,200
2017 Dependable Pumper	-	-	-	-	-	-	-	1	1	1	\$735,000
2017 Dependable Tanker	-	-	-	-	-	-	-	1	1	1	\$388,000
2017 Ford F250 Prevention Vehicle	-	-	-	-	-	-	-	1	1	1	\$60,900
2019 Ford F150 Prevention Vehicle	-	-	-	-	-	-	-	-	-	1	\$66,300
2019 Ford F150 Prevention Vehicle	-	-	-	-	-	-	-	-	-	1	\$66,300
<b>Total</b>	<b>7</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>12</b>	<b>12</b>	<b>14</b>	

Population	24,935	25,325	25,798	25,935	26,486	27,103	27,314	28,409	28,740	29,507
Per Capita Standard	0.0003	0.0003	0.0003	0.0003	0.0003	0.0003	0.0003	0.0004	0.0004	0.0005

	2010-2019
Quantity Standard	0.0003
Quality Standard	\$582,800
Service Standard	\$175

D.C. Amount (before deductions)	22 year
Forecast Population	6,096
\$ per Capita	\$175
Eligible Amount	\$1,065,825



**Town of Grimsby  
Service Standard Calculation Sheet**

Service: Fire Small Equipment and Gear  
Unit Measure: No. of equipment and gear

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/item)
Firefighters	42	42	42	42	42	56	56	56	56	56	\$12,600
SCBA	45	45	45	45	45	45	45	36	36	36	\$10,000
<b>Total</b>	<b>87</b>	<b>87</b>	<b>87</b>	<b>87</b>	<b>87</b>	<b>101</b>	<b>101</b>	<b>92</b>	<b>92</b>	<b>92</b>	

Population	24,935	25,325	25,798	25,935	26,486	27,103	27,314	28,409	28,740	29,507
Per Capita Standard	0.0035	0.0034	0.0034	0.0034	0.0033	0.0037	0.0037	0.0032	0.0032	0.0031

10 Year Average	2010-2019
Quantity Standard	0.0034
Quality Standard	\$11,362
Service Standard	\$39

D.C. Amount (before deductions)	22 year
Forecast Population	6,096
\$ per Capita	\$39
Eligible Amount	\$235,488



**Town of Grimsby  
Service Standard Calculation Sheet**

Service: Parks and Recreation Services - Parkland Development  
Unit Measure: Acres of Parkland

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/Acre)
Neighbourhood/Community Parks	23.33	23.33	23.33	23.33	23.33	23.33	23.33	23.33	23.33	23.33	\$72,000
Neighbourhood Parks	23.60	23.60	23.60	23.60	23.60	23.60	23.60	23.60	23.60	23.60	\$72,000
Community Parks	37.07	37.07	37.07	37.07	37.07	37.07	37.07	37.07	37.07	37.07	\$72,000
Sub-Neighbourhood Parks	15.00	16.00	16.00	17.00	17.00	18.40	18.40	18.40	18.40	18.40	\$72,000
Southward Park	-	-	-	82.23	82.23	82.23	82.23	82.23	82.23	82.23	\$56,700
Grimsby on the Lake Park	-	-	-	-	-	-	2.19	2.19	2.19	2.19	\$5,000
Dunrobin Park	-	-	-	-	-	-	-	0.84	0.84	0.84	\$5,000
<b>Total</b>	<b>99.00</b>	<b>100.00</b>	<b>100.00</b>	<b>183.23</b>	<b>183.23</b>	<b>184.63</b>	<b>186.81</b>	<b>187.65</b>	<b>187.65</b>	<b>187.65</b>	

Population	24,935	25,325	25,798	25,935	26,486	27,103	27,314	28,409	28,740	29,507
Per Capita Standard	0.0040	0.0039	0.0039	0.0071	0.0069	0.0068	0.0068	0.0066	0.0065	0.0064

10 Year Average	2010-2019
Quantity Standard	0.0059
Quality Standard	\$66,049
Service Standard	\$390

D.C. Amount (before deductions)	10 Year
Forecast Population	3,129
\$ per Capita	\$390
Eligible Amount	\$1,219,340





**Town of Grimsby  
Service Standard Calculation Sheet**

Service: Parks and Recreation Services - Parkland Amenities  
Unit Measure: No. of parkland amenities

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/item)
<b>NEIGHBOURHOOD/COMMUNITY PARKS:</b>											
Ball Diamonds - Lit	1	1	1	1	1	1	1	1	1	1	\$268,200
Ball Diamonds	4	4	4	4	4	4	4	4	4	4	\$50,400
Play Structures/Equipment	2	2	2	2	2	2	2	2	2	2	\$3,700
Swing Sets	2	2	2	2	2	2	2	2	2	2	\$3,700
Sand Volley ball	1	1	1	1	1	1	1	1	1	1	\$9,000
Splash Pad	1	1	1	1	1	1	1	1	1	1	\$353,300
Tot Splash				1	1	1	1	1	1	1	\$58,900
<b>NEIGHBOURHOOD PARKS:</b>											
Ball Diamonds	2	2	2	2	2	2	2	2	2	2	\$50,400
Play Structures/Equipment	10	10	10	10	10	10	10	10	10	10	\$3,700
Swing Sets	9	9	9	9	9	9	9	9	9	9	\$3,700
Tennis Court - Lit	1	1	1	1	1	1	1	1	1	1	\$117,000
Hard Court	4	4	4	4	4	4	4	4	4	4	\$63,000
Soccer Field	1	1	1	1	1	1	1	1	1	1	\$35,300
<b>COMMUNITY PARKS:</b>											
Ball Diamonds - Lit	1	1	1	1	1	1	1	1	1	1	\$268,200
Ball Diamonds	3	3	3	3	3	3	3	3	3	3	\$55,800
Play Structures/Equipment	2	2	2	2	2	2	2	2	2	2	\$62,500
Swing Sets	1	1	1	1	1	1	1	1	1	1	\$3,700
Picnic Shelter	1	1	1	1	1	1	1	1	1	1	\$36,000
Soccer Field	3	3	3	3	3	3	3	3	3	3	\$35,300
Equipment Storage Shed	1	1	1	1	1	1	1	1	1	1	\$43,100
Tennis Court	4	4	4	4	4	4	4	4	4	4	\$71,000
<b>SUB-NEIGHBOURHOOD PARKS:</b>											
Ball Diamonds	2	2	2	2	2	2	2	2	2	2	\$50,400
Play Structures/Equipment	10	11	11	12	12	14	14	14	14	14	\$64,500
Swing Sets	10	10	10	10	10	12	12	12	12	12	\$3,700
Hard Court	2	2	2	2	2	2	2	2	2	2	\$27,000



**Town of Grimsby  
Service Standard Calculation Sheet**

Service: Parks and Recreation Services - Parkland Amenities  
Unit Measure: No. of parkland amenities

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/item)
<b>SCHOOLS:</b>											
Soccer	6	6	6	7	7	7	7	7	7	7	\$58,900
Baseball	2	2	2	2	2	2	2	2	2	2	\$50,400
<b>Southward Sports Park:</b>											
Ball Diamonds - Lit	-	-	-	-	-	-	-	2	2	2	\$451,200
Ball Diamonds - Unlit	-	-	-	-	-	-	-	2	2	2	\$60,400
Soccer Field - Lit	-	-	-	-	-	-	-	2	2	2	\$419,500
Soccer Field - Unlit	-	-	-	-	-	-	-	3	3	3	\$28,700
Leah Free Dog Area	-	-	-	-	-	-	-	1	1	1	\$26,200
Running Track	-	-	-	-	-	-	-	1	1	1	\$122,600
Skating Pond	-	-	-	-	-	-	-	1	1	1	\$29,800
<b>Total</b>	<b>86</b>	<b>87</b>	<b>87</b>	<b>90</b>	<b>90</b>	<b>94</b>	<b>94</b>	<b>106</b>	<b>106</b>	<b>106</b>	

Population	24,935	25,325	25,798	25,935	26,486	27,103	27,314	28,409	28,740	29,507
Per Capita Standard	0.0034	0.0034	0.0034	0.0035	0.0034	0.0035	0.0034	0.0037	0.0037	0.0036

10 Year Average	2010-2019
Quantity Standard	0.0035
Quality Standard	\$48,766
Service Standard	\$171

D.C. Amount (before deductions)	10 Year
Forecast Population	3,129
\$ per Capita	\$171
Eligible Amount	\$534,058



**Town of Grimsby  
Service Standard Calculation Sheet**

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

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/Vehicle)
Hitchman Trailer (Bobcat)	1	1	1	1	1	1	1	1	1	1	\$6,000
John Deere 2155 Tractor	1	1	1	1	1	1	1	1	1	1	\$63,500
John Deere 2150 Tractor	1	1	1	1	1	1	1	1	1	1	\$63,500
Hitchman Dump Trailer	1	1	1	1	1	1	1	1	1	1	\$9,100
Melroe Bobcat (bucket/fork)	1	1	1	1	1	1	1	1	1	1	\$36,300
14' Trailer Tandem (for #244)	1	1	1	1	1	1	1	1	1	1	\$9,100
Bannerman Turf Topper	-	-	-	-	-	-	-	1	1	1	\$22,000
Ford F150 Pickup Truck	3	3	3	3	3	3	3	4	4	4	\$60,000
Ford F350 DRW stake truck	-	-	-	-	-	-	-	1	1	1	\$87,200
Ford 350 Crew Cap & Plow	1	1	1	1	1	1	1	1	1	-	\$87,200
Chevrolet Colorado Pickup Truck	1	1	1	1	1	1	1	1	1	1	\$29,000
Husqvarna PZ 72" mower	-	-	-	-	-	-	-	1	1	1	\$15,000
Nissan Frontier 4x4 extended cab PU SV	-	-	-	-	-	-	-	-	1	1	\$36,000
Nissan Frontier 4x4 extended cab PU SV plus	-	-	-	-	-	-	-	-	1	1	\$40,000
Nissan Frontier 2x4 extended cab PU	1	1	1	1	1	1	1	1	1	1	\$29,000
John Deere 4300 Tractor	1	1	1	1	1	1	1	1	1	1	\$63,500
Olympia Ice Resurfacer	2	2	2	2	2	2	2	2	2	2	\$90,700
Nissan Frontier Pickup truck 4x4	-	-	-	-	-	-	-	-	-	-	\$33,000
Cushman 951D Riding Mower	1	1	1	1	1	1	1	1	1	1	\$98,400
Kubota RTV-X900 (Southward)	-	-	-	-	-	-	-	-	-	1	\$17,100
Bannerman Sifter Aerator (BA-600FT super-ject)	1	1	1	1	1	1	1	1	1	1	\$7,400
Bannerman Turf Seeder	1	1	1	1	1	1	1	1	1	1	\$6,500
Turf Utility Vehicle	1	1	1	1	1	1	1	1	1	1	\$5,000



**Town of Grimsby  
Service Standard Calculation Sheet**

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

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/Vehicle)
4WD John Deere Utility Tractor/Loader	1	1	1	1	1	1	1	1	1	1	\$63,500
Jacobson 9016 wide area mower	1	1	1	1	1	1	1	1	1	-	\$65,400
Jacobson HR600 wide area mower	-	-	-	-	-	-	-	-	-	1	\$75,000
John Deere 1600 wide area mower	-	-	-	1	1	1	1	1	1	1	\$57,000
Sterling Dump Truck & Plow	1	1	1	1	1	1	1	1	1	1	\$112,900
John Deere Z-Trak Mower	1	1	1	1	1	1	1	1	1	1	\$29,700
Hitchman Z Trailer	1	1	1	1	1	1	1	1	1	1	\$11,900
75HP New Holland Tractor W/loader/Plow	1	1	1	1	1	1	1	1	1	1	\$89,100
Skyjack SJ 3226 (Sissor Lift)	1	1	1	1	1	1	1	1	1	1	\$35,600
<b>Total</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>30</b>	<b>33</b>	<b>32</b>	

Population	24,935	25,325	25,798	25,935	26,486	27,103	27,314	28,409	28,740	29,507
Per Capita Standard	0.0010	0.0010	0.0010	0.0010	0.0010	0.0010	0.0010	0.0011	0.0011	0.0011

	2010-2019
10 Year Average	
Quantity Standard	0.0010
Quality Standard	\$48,980
Service Standard	\$49

	10 Year
D.C. Amount (before deductions)	
Forecast Population	3,129
\$ per Capita	\$49
Eligible Amount	\$153,258



**Town of Grimsby  
Service Standard Calculation Sheet**

Service: Parks and Recreation Services - Indoor Recreation Facilities  
Unit Measure: sq.ft. of building area

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Grimsby Peach King Centre	93,000	93,000	93,000	93,000	93,000	93,000	93,000	93,000	93,000	93,000	\$194	\$222
Livingston Activity Centre	9,680	9,680	9,680	9,680	9,680	10,000	10,000	10,000	10,000	10,000	\$233	\$265
Caldor Community Centre	5,700	5,700	5,700	5,700	5,700	5,700	-	-	-	-	\$181	\$208
Grand Ave. Community Hall	3,700	3,700	3,700	3,700	3,700	3,700	3,700	3,700	3,700	3,700	\$336	\$379
Lions Pool and Change House	4,838	4,838	6,356	6,356	6,356	6,356	6,356	6,356	6,356	6,356	\$620	\$692
Tennis Club House	400	400	400	400	400	400	400	400	400	400	\$142	\$165
Soccer Club House	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	\$181	\$208
Baseball Club House	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	\$142	\$165
Park Shop	600	600	600	600	600	600	600	600	600	600	\$142	\$165
Maintenance Shop	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	\$181	\$208
Pumphouse Building	1,744	1,744	1,744	1,744	1,744	1,744	1,744	1,744	1,744	1,744	\$181	\$208
Pumphouse Building - Garage	1,292	1,292	1,292	1,292	1,292	1,292	1,292	1,292	1,292	1,292	\$26	\$37
Lawn Bowling Facility	11,840	11,840	11,840	11,840	11,840	11,840	11,840	11,840	11,840	11,840	\$13	\$23
Skate Park Facility	43,056	43,056	43,056	43,056	43,056	43,056	43,056	43,056	43,056	43,056	\$181	\$208
Always Community Centre	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	\$181	\$208
Outdoor Rink	-	7,200	7,200	7,200	7,200	7,200	7,200	7,200	7,200	7,200	\$65	\$80
Southward Park Community Buildings	-	-	-	-	-	-	-	9,350	9,350	9,350	\$185	\$227
Carnegie Community Centre	2,667	2,667	2,667	2,667	2,667	2,667	2,667	2,667	2,667	2,667	\$181	\$208
Grimsby Conservation Building	1,877	1,877	1,877	1,877	1,877	1,877	1,877	1,877	1,877	1,877	\$181	\$208
<b>Total</b>	<b>191,594</b>	<b>198,794</b>	<b>200,312</b>	<b>200,312</b>	<b>200,312</b>	<b>200,632</b>	<b>194,932</b>	<b>204,282</b>	<b>204,282</b>	<b>204,282</b>		

Population	24,935	25,325	25,798	25,935	26,486	27,103	27,314	28,409	28,740	29,507
Per Capita Standard	7.6837	7.8497	7.7646	7.7236	7.5629	7.4026	7.1367	7.1907	7.1079	6.9232

	2010-2019
Quantity Standard	7.4346
Quality Standard	\$219
Service Standard	\$1,625

D.C. Amount (before deductions)	10 Year
Forecast Population	3,129
\$ per Capita	\$1,625
Eligible Amount	\$5,085,783



**Town of Grimsby  
Service Standard Calculation Sheet**

Service: **Library Facilities**  
Unit Measure: **ft<sup>2</sup> of building area**

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Grimsby Public Library	16,000	16,000	16,000	16,000	16,000	16,000	16,000	16,000	16,000	16,000	\$388	\$477
<b>Total</b>	<b>16,000</b>	<b>16,000</b>	<b>16,000</b>	<b>16,000</b>	<b>16,000</b>	<b>16,000</b>	<b>16,000</b>	<b>16,000</b>	<b>16,000</b>	<b>16,000</b>		

Population	24,935	25,325	25,798	25,935	26,486	27,103	27,314	28,409	28,740	29,507
Per Capita Standard	0.6417	0.6318	0.6202	0.6169	0.6041	0.5903	0.5858	0.5632	0.5567	0.5422

	2010-2019
10 Year Average	
Quantity Standard	0.5953
Quality Standard	\$477
Service Standard	\$284

D.C. Amount (before deductions)	10 Year
Forecast Population	3,129
\$ per Capita	\$284
Eligible Amount	\$888,511



**Town of Grimsby  
Service Standard Calculation Sheet**

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

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/item)
Books	48,438	52,023	50,700	49,800	47,748	46,058	46,056	47,802	48,778	45,539	\$28
Periodicals	1,400	1,400	1,400	1,493	1,765	2,003	1,934	1,895	1,834	1,797	\$8
CD Audio	1,034	1,034	1,034	1,072	1,404	1,353	1,322	1,254	1,107	987	\$48
DVD	1,500	1,800	2,100	2,505	2,807	3,414	3,009	3,359	3,585	3,598	\$36
Online Database/Digital Resources	19	19	19	21	18	21	15	11	22	22	\$240
E and E-Audio	-	-	-	-	-	-	433,466	127,641	147,950	256,375	\$63
<b>Total</b>	<b>52,391</b>	<b>56,276</b>	<b>55,253</b>	<b>54,891</b>	<b>53,742</b>	<b>52,849</b>	<b>485,802</b>	<b>181,962</b>	<b>203,276</b>	<b>308,318</b>	

Population	24,935	25,325	25,798	25,935	26,486	27,103	27,314	28,409	28,740	29,507
Per Capita Standard	2.10	2.22	2.14	2.12	2.03	1.95	17.79	6.41	7.07	10.45

	2010-2019
Quantity Standard	5,4273
Quality Standard	\$50
Service Standard	\$273

D.C. Amount (before deductions)	10 Year
Forecast Population	3,129
\$ per Capita	\$273
Eligible Amount	\$853,310



# Appendix C

## Long-Term Capital and Operating Cost Examination





# Appendix C: Long-Term Capital and Operating Cost Examination

## Town of Grimsby Annual Capital and Operating Cost Impact

As a requirement of the D.C.A. under s. 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 saving attributable to economies of scale or cost sharing where applicable and prorate the cost on a per unit basis (i.e. sq.ft. of building space, per vehicle, etc.). This was undertaken through a review of the Town’s approved 2018 Financial Information Return (F.I.R.).

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 that 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 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 Factors	
	Average Useful Life	Factor
Water, Wastewater and Stormwater Infrastructure	80	0.005161
Facilities	70	0.006668
Services Related to a Highway	50	0.011823
Parkland Development	25	0.031220
Vehicles	10	0.091327
Small Equipment & Gear	10	0.091327
Library Materials	10	0.091327

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 Town



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**  
**Town of Grimsby**  
**Operating and Capital Expenditure Impacts**  
**for Future Capital Expenditures**

SERVICE/CLASS OF SERVICE	GROSS COST LESS BENEFIT TO EXISTING	ANNUAL LIFECYCLE EXPENDITURES	ANNUAL OPERATING EXPENDITURES	TOTAL ANNUAL EXPENDITURES
<b>1. Stormwater Drainage and Control Services</b>				
1.1 Channels, drainage and ponds	4,685,222	244,781	330,499	575,280
<b>2. Wastewater Services</b>				
2.1 Sewers	1,532,542	128,006	1,702,515	1,830,521
<b>3. Water Services</b>				
3.1 Distribution systems	(75,319)	158,719	1,810,504	1,969,223
<b>4. Services Related to a Highway</b>				
4.1 Roads and Related	10,848,130	593,633	1,251,806	1,845,439
<b>5. Public Works Facilities, Vehicles &amp; Equipment</b>				
5.1 Services Related to a Highway - Facilities	60,000	3,168	6,924	10,092
5.2 Services Related to a Highway - Vehicles & Equipment	423,650	20,251	48,887	69,138
<b>6. Fire Protection Services</b>				
6.1 Fire facilities, vehicles, equipment and gear	4,120,602	338,342	650,762	989,104
<b>7. Parks and Recreation Services</b>				
7.1 Parkland development, amenities, trails; facilities; vehicles & equipment	18,032,110	1,086,500	458,771	1,545,271
<b>8. Library Services</b>				
8.1 Library facilities and Collection	1,741,112	214,325	125,653	339,978
<b>9. Growth Studies</b>				
9.1 Water Services	168,250	-	-	-
9.2 Wastewater Services	144,500	-	-	-
9.3 Stormwater Services	371,240	-	-	-
9.4 Services Related to a Highway	1,008,880	-	-	-
9.5 Parks & Recreation Services	712,400	-	-	-
9.6 Fire Protection Services	258,350	-	-	-
9.7 Library Services	149,240	-	-	-
9.8 Emergency Preparedness	37,500	-	-	-
<b>Total</b>	<b>0</b>	<b>2,787,725</b>	<b>6,386,320</b>	<b>9,174,045</b>



# Appendix D

## Development Charge Reserve Fund Policy



# Appendix D: Development Charge Reserve Fund Policy

## D.1 Legislative Requirements

The Development Charges Act, 1997 (D.C.A.) requires development charge (D.C.) collections (and associated interest) to be placed in separate reserve funds. Sections 33 through 36 of the Act provide the following regarding reserve fund establishment and use:

- A municipality shall establish a reserve fund for each service to which the D.C. by-law relates; s. 7 (1), however, allows services to be grouped into categories of services for reserve fund (and credit) purposes, although only 100% eligible and 90% eligible services may be combined (minimum of two reserve funds).
- The municipality shall pay each D.C. it collects into a reserve fund or funds to which the charge relates.
- The money in a reserve fund shall be spent only for the “capital costs” determined through the legislated calculation process (as per s. 5 (1) 2 to 8).
- Money may be borrowed from the fund but must be paid back with interest (O. Reg. 82/98, s. 11 (1) defines this as Bank of Canada rate either on the day the by-law comes into force or, if specified in the by-law, the first business day of each quarter).
- D.C. reserve funds may not be consolidated with other municipal reserve funds for investment purposes and may only be as an interim financing source for capital undertakings for which D.C.s may be spent (s. 37).

Annually, the Treasurer of the municipality is required to provide Council with a financial statement related to the D.C. by-law(s) and reserve funds. This statement must be made available to the public and may be requested to be forwarded to the Minister of Municipal Affairs and Housing. The D.C.A. does not prescribe how the statement is to be made available to the public. We would recommend that a resolution of Council make the statement available on the municipality’s website or upon request.

Subsection 43 (2) and O. Reg. 82/98 prescribes the information that must be included in the Treasurer’s statement, as follows:



- opening balance;
- closing balance;
- description of each service and/or service category for which the reserve fund was established (including a list of services within a service category);
- transactions for the year (e.g. collections, draws) including each assets capital costs to be funded from the D.C. reserve fund and the manner for funding the capital costs not funded under the D.C. by-law (i.e. non-D.C. recoverable cost share and post-period D.C. recoverable cost share);
- for projects financed by D.C.s, the amount spent on the project from the D.C. reserve fund and the amount and source of any other monies spent on the project.
- amounts borrowed, purpose of the borrowing and interest accrued during previous year;
- amount and source of money used by the municipality to repay municipal obligations to the D.C. reserve fund;
- list of credits by service or service category (outstanding at beginning of the year, given in the year and outstanding at the end of the year by holder);
- for credits granted under s. 14 of the previous D.C.A., a schedule identifying the value of credits recognized by the municipality, the service to which it applies and the source of funding used to finance the credit; and
- a statement as to compliance with s. 59 (1) of the D.C.A., whereby the municipality shall not impose, directly or indirectly, a charge related to a development or a requirement to construct a service related to development, except as permitted by the D.C.A. or another Act.

Based upon the above, Figure 1, and Attachments 1 and 2, set out the format for which annual reporting to Council should be provided.

## **D.2 D.C. Reserve Fund Application**

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).”



This provision clearly establishes that reserve funds collected for a specific service are only to be used for that service, or to be used as a source of interim financing of capital undertakings for which a D.C. may be spent.



**Figure 1**  
**Town of Grimsby**  
**Annual Treasurer's Statement of Development Charge Reserve Funds**

Description	Services/Classes of Services to which the Development Charge Relates										Total	
	Services Related to a Highway	Water Services	Wastewater Services	Stormwater Services	Fire Protection Services	Parks and Recreation Services	Library Services	Public Works	Growth Studies	Parking Services		
Opening Balance, January 1,												0
Plus:												
Development Charge Collections												0
Accrued Interest												0
Repayment of Monies Borrowed from Fund and Associated Interest <sup>1</sup>												0
<b>Sub-Total</b>	0	0	0	0	0	0	0	0	0	0	0	0
Less:												
Amount Transferred to Capital (or Other) Funds <sup>2</sup>												0
Amounts Refunded												0
Amounts Loaned to Other D.C. Service Category for Interim Financing												0
Credits <sup>3</sup>												0
<b>Sub-Total</b>	0	0	0	0	0	0	0	0	0	0	0	0
<b>Closing Balance, December 31,</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<sup>1</sup> Source of funds used to repay the D.C. reserve fund  
<sup>2</sup> See Attachment 1 for details  
<sup>3</sup> See Attachment 2 for details  
 The Municipality is compliant with s.s. 59.1 (1) of the *Development Charges Act*, whereby charges are not directly or indirectly imposed on development nor has a requirement to construct a service related to development been imposed, except as permitted by the *Development Charges Act* or another Act.





**Attachment 1  
Town of Grimsby  
Amount Transferred to Capital (or Other) Funds - Capital Fund Transactions**

	D.C. Recoverable Cost Share				Non-D.C. Recoverable Cost Share															
	D.C. Forecast Period		Post-D.C. Forecast Period		Tax Supported Operating Fund Contributions		Rate Supported Operating Fund Contributions													
	D.C. Reserve Fund Draw	D.C. Debt Financing	Grants, Subsidies Other Contributions	Post-Period Benefit/ Capacity Interim Financing	Grants, Subsidies Other Contributions	Other Reserve/ Reserve Fund Draws	Debt Financing	Grants, Subsidies Other Contributions												
<b>Capital Fund Transactions</b>	<b>Gross Capital Cost</b>																			
<u>Services Related to a Highway</u>																				
	Capital Cost A																			
	Capital Cost B																			
	Capital Cost C																			
	<b>Sub-Total - Services Related to Highways</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Water Services</u>																				
	Capital Cost D																			
	Capital Cost E																			
	Capital Cost F																			
	<b>Sub-Total - Water</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Wastewater Services</u>																				
	Capital Cost G																			
	Capital Cost H																			
	Capital Cost I																			
	<b>Sub-Total - Wastewater</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



**Attachment 2**  
**Town of Grimsby**  
**Statement of Credit Holder Transactions**

Credit Holder	Applicable D.C. Reserve Fund	Credit Balance Outstanding Beginning of Year _____	Additional Credits Granted During Year	Credits Used by Holder During Year	Credit Balance Outstanding End of Year _____
Credit Holder A					
Credit Holder B					
Credit Holder C					
Credit Holder D					
Credit Holder E					
Credit Holder F					



# Appendix E

## Local Service Policy



# Appendix E: 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, stormwater management, water and wastewater, parkland development, natural heritage, and underground linear services. 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. Each application will be considered, however in the context of these policy guidelines as s. 59 (2) of the *Development Charges Act*, 1997 (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.

## 1. Services Related to a Highway

A highway and services related to a highway are intended for the transportation of people and goods via many different modes including, but not limited to, passenger automobiles, commercial vehicles, transit vehicles, bicycles, and pedestrians. The highway shall consist of all land and associated infrastructure built to support (or service) this movement of people and goods regardless of the mode of transportation employed, thereby achieving a serviced street.

A serviced street is the concept whereby a highway is planned, designed, operated, and maintained to enable pedestrians, cyclists, public transit users and motorists to safely and comfortably be moved, thereby allowing for the efficient movement of persons and goods.

The associated infrastructure to achieve this concept shall include, but is not limited to: road pavement structure and curbs; grade separation/bridge structures (for any vehicles, railways and/or pedestrians); grading, drainage and retaining wall features; culvert structures; storm water drainage systems; traffic control systems; active



transportation facilities (e.g. sidewalks, bike lanes, multi-use trails, etc.); transit lanes; stops and amenities; roadway illumination systems; boulevard and median surfaces (e.g. sod & topsoil, paving, etc.); street trees and landscaping; parking lanes & laybys and driveway entrances; noise attenuation systems; railings, safety barriers and utilities which includes burial of existing overhead and underground systems.

1) Local, Collector, and Arterial Town Roads or Other Provincial/Regional Roads (including land)

- a. Internal to development, inclusive of all land and associated infrastructure: direct developer responsibility under s. 59 of the Development Charges Act, 1997 (D.C.A.), as amended, as the local service component.
- b. External to but abutting to the development shall become a serviced street to the Town's requirements. The cost of the full serviced street and infrastructure shall be 50% of the adjacent Developer's direct responsibility with the remaining 50% funded in the D.C.
- c. External to but not abutting the Development that are required to become a serviced street shall be funded in the D.C.

2) Traffic Control Systems, Signals, and Intersection Improvements

- a. On new roads and road improvements unrelated to a specific development: included as part of road costing funded through D.C.s.
- b. On new roads external to but abutting the development: 50% of the adjacent developer's direct responsibility with the remaining 50% included as part of road costing funded through D.C.s.
- c. For any private site entrances or entrances to specific development: direct developer responsibility under s.59 of D.C.A. (as a local service).
- d. On road intersections with Regional roads: include in Region D.C.s or in certain circumstances, may be a direct developer responsibility.
- e. Intersection improvements, new or modified signalization, signal timing and optimization plans, area traffic studies for highways attributed to



growth and unrelated to a specific development: included in D.C. calculation as permitted under s.5(1) of the D.C.A.

## 1) Streetlights

- a. Streetlights on new roads and road improvements: considered part of the complete street and included as part of the road costing funded through D.C.s or in exceptional circumstances, may be direct developer responsibility through local service provisions (s.59 of D.C.A.).
- b. Streetlights on roads internal to development: considered part of the complete street and included as a direct developer responsibility under s.59 of the D.C.A. (as a local service).
- c. Streetlights on new roads external to but abutting the development: 50% of the adjacent developer's direct responsibility with the remaining 50% included as part of road costing funded through D.C.s.
- d. Streetlights on roads external to development, needed to support a specific development or required to link with the area to which the plan relates: considered part of the complete street and included as a direct developer responsibility under s.59 of the D.C.A. (as a local service).

## 2) Transportation Related Pedestrian and Cycling Facilities

- a. Sidewalks, multi-use trails, cycle tracks, and bike lanes, inclusive of all required infrastructure, located within roads, Regional roads, and provincial highway corridors: considered part of the complete street and included in D.C.s, or, in exceptional circumstances, may be direct developer responsibility through local service provisions (s.59 of the D.C.A.).
- b. Sidewalks, multi-use trails, cycle tracks, and bike lanes, inclusive of all required infrastructure, located within or linking to road corridors internal to development: considered part of the complete street and is a direct developer responsibility under s.59 of the D.C.A. (as a local service).
- c. Other sidewalks, multi-use trails, cycle tracks, and bike lanes, inclusive of all required infrastructure, located within road corridors external to



development and needed to support a specific development or required to link with the area to which the plan relates: direct developer responsibility under s.59 of the D.C.A. (as a local service).

- d. Multi-use trails (not associated with a road), inclusive of all land and required infrastructure, that go beyond the function of a (parkland) recreational trail and form part of the Town's active transportation network for cycling and/or walking: included in D.C.s.

### 3) Noise Abatement Measures

- a. External and internal to development where it is related to, or a requirement of a specific development: direct developer responsibility under s.59 of the D.C.A. (as a local service).
- b. On road improvements abutting an existing community and unrelated to a specific development: included as part of road costing funded through D.C.s.

### 4) Transit Nodes, Terminals, and Bus Stop Infrastructure

- a. Transit node and bus stop infrastructure and amenities located within town and regional corridors, and including transit stations or terminals located on lands to serve these road corridors: considered part of the serviced street and included in area municipal D.C.
- b. Transit node and bus stop infrastructure and amenities located within road corridors internal to development: considered part of the complete street and direct developer responsibility under s.59 of the D.C.A. (as a local service).
- c. Transit node and bus stop infrastructure and amenities located within road corridors external to the development and needed to support a specific development or required to link with the area to which the plan relates: direct developer responsibility under s.59 of the D.C.A. (as a local service).



## 2. Parkland

### 1) Parkland

- a. Parkland development for community, neighbourhood and sub-neighbourhood parks: direct developer responsibility to provide at base condition, as defined/approved by the Town's Engineering and Parks Departments, as a local service provision, i.e. grading, sodding/seeding (over .81 ha), fencing, etc.
- b. Program facilities, amenities, and furniture within parkland: included in D.C.s.

### 2) Recreational Trails

- a. Recreational trails (multi-use trails) that do not form part of the Town's active transportation network, and their associated infrastructure (landscaping, bridges, trail surfaces, etc.): direct developer responsibility as a local service.

### 3) Landscape Buffer Blocks, Features, Cul-de-sac Islands, Berms, Grade Transition Areas, Walkways Connections to Adjacent Arterial Roads, Open Space, Parkland, etc.

- a. The cost of developing all landscape buffer blocks, landscape features, cul-de-sac islands, berms, grade transition areas, walkways connections to adjacent arterial roads, open space and other remnant pieces of land conveyed to the Town shall be a direct developer responsibility as a local service. Such costs include but are not limited to:
  - i. Pre-grading, sodding, or seeding, supply and installation of amended soil (to the Town's required depth), landscaping features, perimeter fencing and all planting; and
  - ii. Perimeter fencing to the Town standard located on the public property side of the property line adjacent land uses (such as but not limited to arterial roads) as directed by the Town.





#### 4) Natural Heritage System (N.H.S.)

- a. N.H.S. includes engineered and situ stream corridors, natural buffers for woodlots, wetlands remnants, etc., as well as sub-watersheds within the boundaries of the Town. Direct developer responsibility as a local service provision including but not limited to the following:
  - i. Riparian planting and landscaping requirements (as required by the Town, Conservation Authority or other authorities having jurisdiction) as a result of the creation of, or construction of within the N.H.S. and associated buffers.

#### 5) Infrastructure Assets Constructed by Developers

- a. Any parks and open space infrastructure assets to be built by the developer on behalf of the Town require design/construction approval of the Town of Grimsby's Public Works and Recreation, Facilities and Culture Departments.



# Appendix F

## Asset Management Plan



## Appendix F: Asset Management Plan

The recent changes to the D.C.A. (new s. 10 (2) (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:

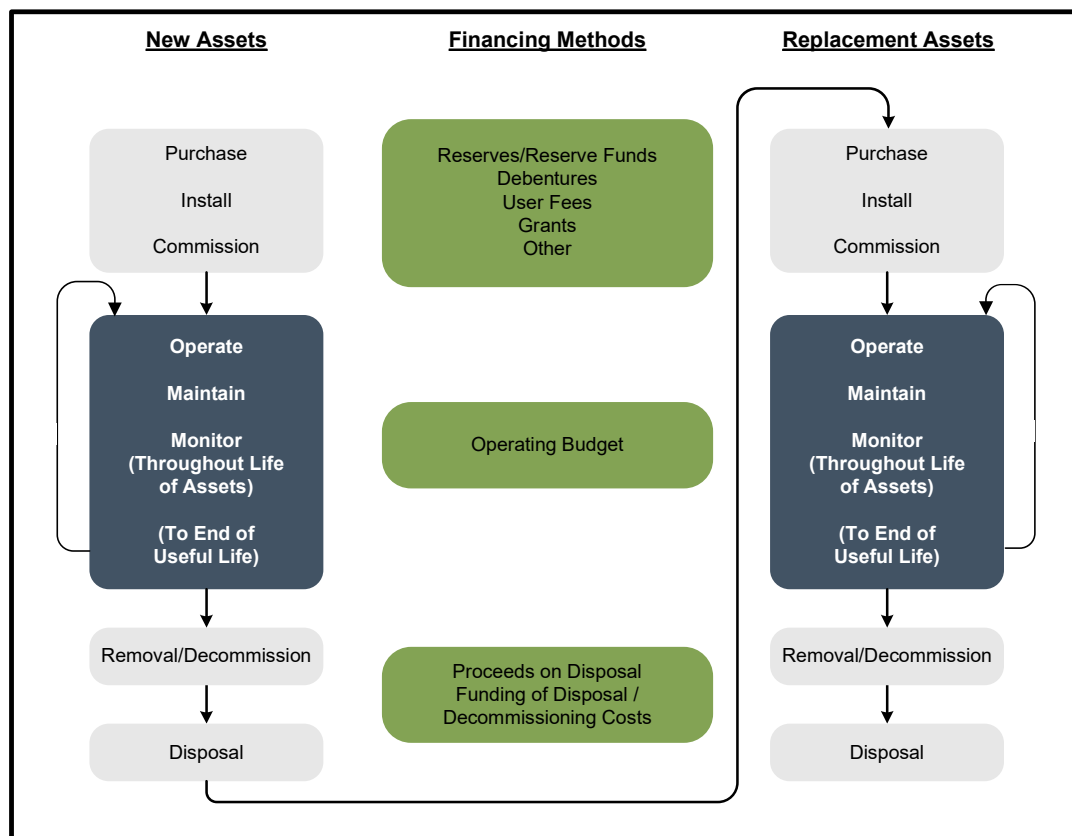
“The asset management plan shall,

- (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.”

In regard to the above, s. 8 of the Regulations was amended to include s. (2), s. (3) and s. (4) which set out for specific detailed requirements for transit (only). For all services except transit, there are no prescribed requirements at this time thus requiring the municipality to define the approach to include within the background study.

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.

It should be noted that with the recent passing of the Infrastructure for Jobs and Prosperity Act (I.J.P.A.) municipalities are now required to complete A.M.P.s, based on certain criteria, which are to be completed by 2021 for core municipal services and 2023 for all other services. The amendments to the D.C.A. do not require municipalities to complete these A.M.P.s (required under I.J.P.A.) for the D.C. background study, rather the D.C.A. requires that the D.C. background study include information to show the assets to be funded by the D.C. are sustainable over their full lifecycle.



In 2012, the Province developed Building Together: Guide for municipal A.M.P.s 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.

Commensurate with the above, the Town has prepared an asset management policy and have a provision in their 2020 budget to undertake an A.M.P. As a result, the asset management requirement for the D.C. must be undertaken in the absence of this information.

In recognition to the schematic above, the following table (presented in 2020 \$) has been developed to provide the annualized expenditures and revenues associated with new growth. Note that the D.C.A. does not require an analysis of the non-D.C. capital needs or their associated operating costs so these are omitted from the table below. As well, as all capital costs included in the D.C.-eligible capital costs are not included in the Town's A.M.P., the present infrastructure gap and associated funding plan have not been considered at this time. Hence the following does not represent a fiscal impact assessment (including future tax/rate increases) but provides insight into the potential affordability of the new assets:

1. The non-D.C. recoverable portion of the projects which will require financing from municipal financial resources (i.e. taxation, rates, fees, etc.). This amount has been presented on an annual debt charge amount based on 22-year financing.
2. Lifecycle costs for the 2020 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 \$9.51 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 \$2.9 million. This amount, totaled with the existing operating revenues of \$36.35 million, provide annual revenues of \$39.27 million by the end of the period.
6. In consideration of the above, the capital plan is deemed to be financially sustainable.



Town of Grimsby  
Asset Management – Future Expenditures and Associated Revenues  
2020\$

	2041 (Total)
<b>Expenditures (Annualized)</b>	
Annual Debt Payment on Non-Growth Related Capital <sup>1</sup> (2014 D.C. and 2016 updates)	722,860
Annual Debt Payment on Post Period Capital <sup>2</sup>	1,042,146
<b>Lifecycle:</b>	
Annual Lifecycle	\$1,360,059
<b>Incremental Operating Costs (for D.C. Services)</b>	\$6,386,320
<b>Total Expenditures</b>	<b>\$9,511,384</b>
<b>Revenue (Annualized)</b>	
Total Existing Revenue <sup>4</sup>	\$36,350,750
Incremental Tax and Non-Tax Revenue (User Fees, Fines, Licences, etc.)	\$2,915,749
<b>Total Revenues</b>	<b>\$39,266,499</b>

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

<sup>2</sup> Interim Debt Financing for Post Period Benefit

<sup>3</sup> All infrastructure costs included in Area Specific by-laws have been

<sup>4</sup> As per Sch. 10 of FIR



# Appendix G

## Proposed Development Charges By-law



**The Corporation of the Town of Grimsby  
By-Law No. 2021-xxx**

**A By-law to establish Development Charges for the  
Town of Grimsby**

**Whereas** the *Development Charges Act, 1997* (the "Act") provides that the council of a municipality may by by-law impose development charges against land to pay for increased capital costs required because of increased needs for services;

**And whereas** a Development Charges Background Study has been completed in accordance with the Act;

**And whereas** Council has before it a report entitled "Town of Grimsby Development Charge Background Study" prepared by Watson & Associates Economists Ltd. dated December 21, 2020;

**And whereas** the Council of the Corporation of the Town of Grimsby has given notice of and held a public meeting on the 1st day of February, 2021 in accordance with the Act and the regulations thereto;

**Now therefore** the Council of the Corporation of the Town of Grimsby hereby enacts as follows:

**1.0 Definitions**

In this by-law, "Act" means the Development Charges Act, 1997, as amended, or any successor thereto;

"Accessory use" means where used to describe a use, building or structure, that the use, building, or structure is naturally and normally incidental, subordinate in purpose of floor area or both, and exclusively devoted to a principal use, building or structure, but is not an ancillary residential building;

"ancillary residential building" means a residential building that would be ancillary to a detached dwelling, semi-detached dwelling, or row dwelling.





“apartment unit” means any residential dwelling unit within a building containing three or more dwelling units where access to each residential unit is obtained through a common entrance or entrances from the street level and the residential units are connected by an interior corridor;

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

“bedroom” means a habitable room larger than seven square metres, including a den, study, or other similar area, but does not include a living room, dining room or kitchen;

“benefiting area” means an area defined by a map, plan, or legal description in a front-ending agreement as an area that will receive a benefit from the construction of a service;

“Board of Education” has the same meaning as that specified in the Education Act or any successor thereto;

“Building Code Act” means the *Building Code Act, 1992*, as amended; or any successor thereto;

“cannabis plant” means a plant that belongs to the genus *Cannabis*.

“Cannabis Production Facilities” means a building, or part thereof, designed, used, or intended to be used for one or more of the following: cultivation, propagation, production, processing, harvesting, testing, alteration, destruction, storage, packaging, shipment or distribution of cannabis where a licence, permit or authorization has been issued under applicable federal law and does include, but is not limited to such buildings as a greenhouse and agricultural building associated with the use. It does not include a building or part thereof solely designed, used, or intended to be used for retail sales of cannabis.

“capital cost” means costs incurred or proposed to be incurred by the municipality or a local board thereof directly or by others on behalf of and as authorized by the municipality or local board,



- i. to acquire land or an interest in land, including a leasehold interest,
- ii. to improve land,
- iii. to acquire, lease, construct or improve buildings and structures,
- iv. to acquire, construct or improve facilities including:
  - a. furniture and equipment other than computer equipment, and
  - b. materials acquired for circulation, reference or information purposes by a library board as defined in the Public Libraries Act, and
  - c. rolling stock with an estimated useful life of seven years or more, and
- v. to undertake studies in connection with any matter under the Act and any of the matters in clauses (i) to (iv), including the development charge background study required for the provision of services designated in this by-law within or outside the municipality, including interest on borrowing for those expenditures under clauses (i), (ii), (iii) and (iv) that are growth-related;

“commercial” means any non-residential development not defined under “institutional” or “industrial”;

“Council” means the Council of the municipality;

“development” means the construction, erection or placing of one or more buildings or structures on land or the making of an addition or alteration to a building or structure that has the effect of increasing the size or usability thereof, and includes redevelopment;

“development charge” means a charge imposed with respect to this by-law.

“dwelling unit” means any part of a building or structure used, designed, or intended to be used as a domestic establishment in which one or more persons



may sleep and are provided with culinary and sanitary facilities for their exclusive use;

"existing industrial building" means a building or buildings existing on site in the Town of Grimsby on November 8, 2016 or the first building constructed and occupied on a vacant site pursuant to site plan approval under Section 41 of the Planning Act, R.S.O. c.P.13 of the Planning Act subsequent to this by-law coming to effect for which full development charges were paid, and is being used for or in conjunction with:

- i. the production, compounding, processing, packaging, crating, bottling, packing, or assembling of raw or semi-processed goods or materials in not less than seventy-five percent of the total gross floor area of the building or buildings on a site ("manufacturing") or warehousing related to the manufacturing use carried on in the building or buildings;
- ii. research or development in connection with manufacturing in not less than seventy-five percent of the total gross floor area of the building or buildings on a site;
- iii. retail sales by a manufacturer, if the retail sales are at the site where the manufacturing is carried out, such retail sales are restricted to goods manufactured at the site, and the building or part of a building where such retail sales are carried out does not constitute greater than twenty-five percent of the total gross floor area of the building or buildings on the site;  
or
- iv. Office or administrative purposes, if they are,
  - a. carried out with respect to manufacturing or warehousing; and
  - b. In or attached to the building or structure used for such manufacturing or warehousing;

"farm building means that part of a bona fide farming operation encompassing barns, silos and other ancillary development to an agricultural use, but excluding



a residential use and would include wholesale greenhouse facilities and structures;

“grade” means the average level of finished ground adjoining a building or structure at all exterior walls;

“gross floor area” means the total area of all floors above grade of a dwelling unit measured between the outside surfaces of exterior walls or between the outside surfaces of exterior walls and the centre line of party walls dividing the dwelling unit from other dwelling unit or other portion of a building;

In the case of a non-residential building or structure, or in the case of a mixed-use building or structure in respect of the non-residential portion thereof, the total area of all building floors above or below grade measured between the outside surfaces of the exterior walls, or between the outside surfaces of exterior walls and the centre line of party walls dividing a non-residential use and a residential use, except for:

- a room or enclosed area within the building or structure above or below grade that is used exclusively for the accommodation of heating, cooling, ventilating, electrical, mechanical or telecommunications equipment that service the building;
- loading facilities above or below grade; and
- a part of the building or structure below grade that is used for the parking of motor vehicles or for storage or other accessory use;

“industrial” means lands, buildings or structures used or designed or intended for use for manufacturing, processing, fabricating or assembly of raw goods, transportation and warehousing or bulk storage of goods, wineries and distilleries, utilities (electric and gas), construction, and includes office uses and the sale of commodities to the general public where such uses are accessory to an industrial use, and includes cannabis production facilities, but does not include the sale of commodities to the general public through a warehouse club, self-storage or mini-storage facilities;



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

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

“local board” has the same definition as defined in the *Development Charges Act*;

“local services” means those services, facilities or things which are under the jurisdiction of the municipality and are related to a plan of subdivision or within the area to which the plan relates in respect of the lands under Sections 41, 51 or 53 of the *Planning Act* as amended or any successor thereto;

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

“multiple dwellings” means all dwellings other than single-detached, semi-detached and apartment house dwellings;

“municipality” means The Corporation of the Town of Grimsby;

“non-industrial” means all buildings or structures not defined as industrial;

“non-profit housing development” means development of a building or structure intended for use as residential premises by,

- a) a corporation without share capital to which the Corporations Act applies, that is in good standing under that Act and whose primary object is to provide housing;
- b) a corporation without share capital to which the Canada Not-for-profit Corporations Act applies, that is in good standing under that Act and whose primary object is to provide housing; or



- c) a non-profit housing co-operative that is in good standing under the Co-operative Corporations Act, or any successor legislation.

“non-residential use” means a building or structure of any kind whatsoever used, designed, or intended to be used for other than a residential use and includes all commercial, industrial, and institutional uses;

“Official Plan” means the Official Plan adopted for the Town, as amended, and approved;

“owner” means the owner of land or a person who has made application for an approval for the development of land upon which a development charge is imposed;

“place of worship” means that part of a building or structure that is exempt from taxation as a place of worship under the Assessment Act, as amended or any successor thereto;

“Regulation” means any regulation made pursuant to the Act.

“residential use” means land or buildings, or structures of any kind whatsoever used, designed, or intended to be used as living accommodations for one or more individuals;

“row dwelling” means a building containing three or more attached dwelling units in a single row, each of which dwelling units has an independent entrance from the outside and is vertically separated from any abutting dwelling unit;

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

“service” (or "service") means those services designated in Schedule "A" to this by- law;



“servicing agreement” means an agreement between a landowner and the municipality relative to the provision of municipal services to specified lands within the municipality;

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

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

“Town” means the Corporation of the Town of Grimsby;

## **2.0 Designation of Services and Classes**

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

- (a) Services Related to a Highway;
- (b) Public Works;
- (c) Fire Protection Services;
- (d) Parks and Recreation Services;
- (e) Library Services;
- (f) Stormwater Drainage and Control Services;
- (g) Wastewater Services;
- (h) Water Services; and
- (i) Growth Studies.

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

## **3.0 Application of By-law Rules**

3.1 Development charges shall be payable in the amounts set out in this by-law where:

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



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

### **Area to Which By-law Applies**

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

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

- a) The Town of Grimsby or a local board thereof;
- b) A board as defined in section 1(1) of the *Education Act*;
- c) The Region of Niagara or a local board thereof.

### **3.4 Approvals for Development**

- a) Development charges shall be imposed on all lands, buildings or structures that are developed for residential or non-residential uses if the development requires:
  - (i) the passing of a zoning by-law or of an amendment to a zoning by-law under section 34 of the *Planning Act*;
  - (ii) the approval of a minor variance under section 45 of the *Planning Act*;
  - (iii) a conveyance of land to which a by-law passed under subsection 50 (7) of the *Planning Act* applies;
  - (iv) the approval of a plan of subdivision under section 51 of the *Planning Act*;
  - (v) a consent under section 53 of the *Planning Act*;
  - (vi) the approval of a description under section 50 of the *Condominium Act*;  
or





- (vii) the issuing of a permit under the *Building Code Act, 1992* in relation to a building or structure.
- b) No more than one development charge for each service designated in subsection 2.1 shall be imposed upon any lands, buildings, or structures to which this by-law applies even though two or more of the actions described in subsection 3.4(a) are required before the lands, buildings or structures can be developed.
- c) Despite subsection 3.4(b), if two or more of the actions described in subsection 3.4(a) occur at different times, additional development charges shall be imposed if the subsequent action has the effect of increasing the need for services.

### **Exemptions**

- 3.5.1 Notwithstanding the provisions of this by-law, development charges shall not be imposed with respect to:
- (a) Development creating or adding an accessory use or accessory structure not exceeding 10 square metres of gross floor area;
  - (b) Bona fide farm (non-residential) buildings including wholesale greenhouse facilities and structures.

### **3.6 Rules with Respect to an Industrial Expansion Exemption**

- 3.6.1 If a development includes the enlargement of the gross floor area of an existing industrial building, the amount of the development charges that is payable in respect of the enlargement is determined in accordance with the following:
- i. Subject to subsection 3.6.1(iii), if the gross floor area is enlarged by 50 percent or less of the lesser of:
    - a. the gross floor area of the existing industrial building, or
    - b. the gross floor area of the existing industrial building before the first enlargement for which:
      - i. an exemption from the payment of development charges was granted, or



- ii. a lesser development charge than would otherwise be payable under this by-law, or predecessor thereof, was paid, pursuant to Section 4 of the Act and this subsection, the amount of the development charge in respect of the enlargement is zero;
- ii. Subject to subsection 3.6. I(iii), if the gross floor area is enlarged by more than 50 per cent or less of the lesser of:
  - c. the gross floor area of the existing industrial building, or
  - d. the gross floor area of the existing industrial building before the first enlargement for which:
    - i. an exemption from the payment of development charges was granted, or
    - ii. a lesser development charge than would otherwise be payable under this by-law, or predecessor thereof, was paid, pursuant to Section 4 of the Act and this subsection,

The amount of development charge in respect of the enlargement is the amount of the development charge that would otherwise be payable multiplied by the fraction determined as follows:

  - a. determine the amount by which the enlargement exceeds 50 per cent of the gross floor area before the first enlargement, and
  - b. divide the amount determined under subsection (A) by the amount of the enlargement
- iii. For the purposes of calculating the extent to which the gross floor area of an existing industrial building is enlarged in subsection 3.6. I(ii), the cumulative gross floor area of any previous enlargements for which:
  - e. an exemption from the payment of development charges was granted, or
  - f. a lesser development charge than would otherwise be payable under this by-law, or predecessor thereof, was paid, pursuant to Section 4 of the Act and this subsection, shall be added to the calculation of the gross floor area of the proposed enlargement.



For the purposes of this subsection, the enlargement must not be attached to the existing industrial building by means only of a tunnel, bridge, passageway, canopy, shared below grade connection, such as a service tunnel, foundation, footing or parking facility.

**Rules with Respect to Exemptions for Intensification of Existing Housing or New housing**

- 3.7 Notwithstanding the provisions of this by-law, development charges shall not be imposed with respect to developments or portions of developments as follows:
- (a) the enlargement to an existing residential dwelling unit;
  - (b) one or two additional dwelling units in an existing single detached dwelling or prescribed ancillary structure to the existing residential building;
  - (c) the creation of additional dwelling units equal to the greater of one or 1% of the existing dwelling units in an existing residential rental building containing four or more dwelling units or prescribed ancillary structure to the existing residential building;
  - (d) the creation of one additional dwelling unit in any other existing residential building already containing at least one dwelling unit or prescribed ancillary structure to the existing residential building; or
  - (e) the creation of a second dwelling unit in prescribed classes of proposed new residential buildings, including structures ancillary to dwellings, subject to the following restrictions:



Item	Name of Class of Proposed New Residential Buildings	Description of Class of Proposed New Residential Buildings	Restrictions
1	Proposed new detached dwellings	Proposed new residential buildings that would not be attached to other buildings and that are permitted to contain a second dwelling unit, that being either of the two dwelling units, if the units have the same gross floor area, or the smaller of the dwelling units.	The proposed new detached dwelling must only contain two dwelling units.  The proposed new detached dwelling must be located on a parcel of land on which no other detached dwelling, semi-detached dwelling or row dwelling would be located.
2	Proposed new semi-detached dwellings or row dwellings	Proposed new residential buildings that would have one or two vertical walls, but no other parts, attached to other buildings and that are permitted to contain a second dwelling unit, that being either of the two dwelling units, if the units have the same gross floor area, or the smaller of the dwelling units.	The proposed new semi-detached dwelling or row dwelling must only contain two dwelling units.  The proposed new semi-detached dwelling or row dwelling must be located on a parcel of land on which no other detached dwelling, semi-detached dwelling or row dwelling would be located.
3	Proposed new residential buildings that would be ancillary to a proposed new detached dwelling, semi-detached dwelling or row dwelling	Proposed new residential buildings that would be ancillary to a proposed new detached dwelling, semi-detached dwelling or row dwelling and that are permitted to contain a single dwelling unit.	The proposed new detached dwelling, semi-detached dwelling or row dwelling, to which the proposed new residential building would be ancillary, must only contain one dwelling unit.  The gross floor area of the dwelling unit in the proposed new residential building must be equal to or less than the gross floor area of the detached dwelling, semi-detached dwelling or row dwelling to which the proposed new residential building is ancillary.

3.7.1 Notwithstanding subsection 3.7 (b), development charges shall be imposed if the total gross floor area of the additional one or two units exceeds the gross floor area of the existing dwelling unit.

3.7.2 Notwithstanding subsection 3.7 (d), development charges shall be imposed if the additional unit has a gross floor area greater than

- (a) in the case of a semi-detached or row dwelling, the gross floor area of the existing smallest dwelling unit; and
- (b) in the case of any other residential building, the gross floor area of the smallest dwelling unit already contained in the residential building.

### Residential

3.8 The development charges described in Schedule B to this By-law shall be imposed on residential uses of lands, buildings or structures, including a dwelling unit accessory to a non-residential use and, in the case of a mixed use building or structure, on the residential uses in the mixed use building or structure, including the residential component of a live/work unit, according to



the type of unit, and calculated with respect to each of the services according to the type of residential use.

### Non-Residential Uses

- 3.9 The development charges described in Schedule B to this By-law shall be imposed on non-residential uses of lands, buildings or structures, and, in the case of a mixed-use building or structure, on the non-residential uses in the mixed-use building or structure, including the non-residential component of a live/work unit, and calculated with respect to each of the services according to the gross floor area of the non-residential use.

### **Reduction of Development Charges with Respect to Redevelopment and Conversion**

- 3.10 Despite any other provision of this By-law, where, as a result of the redevelopment of land, a building or structure existing on the same land within 48 months prior to the date of payment of development charges in regard to such redevelopment was, or is to be demolished, in whole or in part, or converted from one principal use to another principal use on the same land, in order to facilitate the redevelopment, the development charges otherwise payable with respect to such redevelopment shall be reduced by the following amounts:
- a) in the case of a residential building or structure, or in the case of a mixed-use building or structure, the residential uses in the mixed-use building or structure, an amount calculated by multiplying the applicable development charge under subsection 3.8 of this by-law by the number, according to type, of dwelling units that have been or will be demolished or converted to another principal use; and provided that such amounts shall not exceed, in total, the amount of the development charges otherwise payable with respect to the redevelopment.
  - b) in the case of a non-residential building or structure or, in the case of mixed-use building or structure, the non-residential uses in the mixed-use building or structure, an amount calculated by multiplying the greater of the applicable development charges under subsection 3.9 or the



calculated rate within the Town of Grimsby Development Charges Background Study, December 21, 2020, by the gross floor area that has been or will be demolished or converted to another principal use; provided that such amounts shall not exceed, in total, the amount of the development charges otherwise payable with respect to the redevelopment.

- c) Where an existing Building is converted in whole or in part from one use (hereinafter referred to in this Section as the “First Use”) to another use,
  - (i) the amount of Development Charges payable shall be reduced by the amount, calculated pursuant to this By-law at the current Development Charges rates in respect of the First Use;
  - (ii) the First Use shall be the use as confirmed through the Town’s Building Division and related permit records;
  - (iii) for greater certainty, and without limiting the generality of the foregoing, no credit shall be allowed where the converted Building or part thereof would have been exempt pursuant to this By-law; and
  - (iv) the amount of any credit pursuant to this Section shall not exceed, in total, the amount of the Development Charges otherwise payable pursuant to this By-law with respect to the Redevelopment.

### **Time of Calculation and Payment of Development Charges**

- 3.11 Development charges imposed under this By-law are calculated, payable, and collected upon issuance of the first building permit for the development.
- 3.12 Notwithstanding subsection 3.11, the timing of calculation and payment of the services related to a highway component of development charge with respect to an approval of a Plan of Subdivision under section 51 of the *Planning Act*, R.S.O., 1990 as amended, shall be addressed in the subdivision agreement, subject to any applicable exemptions contained in this By-law, and calculated in accordance with subsections 3.8 and 3.9 and of this by-law.



- 3.13 Notwithstanding subsections 3.9 and 3.11, development charges for rental housing and institutional developments are due and payable in 6 installments commencing with the first installment payable on the date of occupancy, and each subsequent installment, including interest as provided in the Town's Council approved development charge interest policy, as may be revised from time to time.
- 3.14 Notwithstanding subsections 3.9 and 3.11, development charges for non-profit housing developments are due and payable in 21 installments commencing with the first installment payable on the date of occupancy, and each subsequent installment, including interest as provided in the Town's Council approved development charge interest policy, as may be revised from time to time.
- 3.15 Where the development of land results from the approval of a site plan or zoning by-law amendment received on or after January 1, 2020, and the approval of the application occurred within two years of building permit issuance, the development charges under subsections 3.8 and 3.9 shall be calculated on the rates set out in Schedule "B" on the date of the planning application, including interest. Where both planning applications apply development charges under subsections 3.8 and 3.9 shall be calculated on the rates, including interest as provided in the Town's Council approved development charge interest policy, as may be revised from time to time, payable on the anniversary date each year thereafter, set out in Schedule "B" on the date of the later planning application, including interest.
- 3.16 Despite subsections 3.8 to 3.15, and in accordance with section 27 of the Act, Council from time to time, and at any time, may enter into agreements providing for all or any part of a development charge to be paid before or after it would otherwise be payable.

### **Class A Office Deferral Program**

- 4.1 Notwithstanding subsections 3.11 to 3.16, the Town of Grimsby may offer a deferral for the payment of development charges for Class A Office developments.



- 4.2 Eligibility criteria:
- 4.2.1 Applications must be approved by Council prior to the issuance of the main building permit.
  - 4.2.2 Following approval by Council the Applicant must pay an administration fee which shall be \$500 unless otherwise specified in By-law 20-94 (the Town's Consolidated Fee and Charges By-law) or any successor thereof. Upon the joint approval of the Town Manager and Director of Finance, where the costs to prepare and administer the deferral agreement will exceed the above administration fee the Town may charge an additional amount to cover such costs and the Applicant must pay this additional charge.
  - 4.2.3 The property must not be in tax arrears and there cannot be any outstanding orders on the property from the Town.
  - 4.2.4 The building must either be in the Town's Employment Area as determined by its Official Plan or, if outside of this area, the development must either provide significant and unique community benefits or the development must provide an important strategic economic advantage to the community as determined at the sole discretion of the Town and in a location approved by the Director of Planning.
  - 4.2.5 The deferral must be recommended by Town Staff after they have conducted an analysis of the request.
  - 4.2.6 The building must be a Class A Office building as determined by the Director of Planning who shall use the following as a guide:
    - 4.2.6.1 New office building with a distinctive design, attractive look, superior exterior finishes on the curtain wall, superior interior quality finishes in the main lobby and common areas, four stories or more and at least 5,000 square meters of leasable/sellable office area.
  - 4.2.7 Applicants must enter into an agreement with the Town.
- 4.3 Council may refuse to approve an application that meets all of the eligibility criteria if it believes it is not in the best interest of either the Town or the community.





- 4.4 The application to defer the payment of development charges shall be on a form supplied and approved by the Director of Finance.
- 4.5 Payment of development charges will be deferred to whichever is earlier:
  - 4.5.1 Eight months following the issuance of an occupancy permit for a building for which development charges are being deferred, in whole or in part; or
  - 4.5.2 24 months following the issuance of a main building permit for a building for which the development charges are being deferred, in whole or in part.
- 4.6 One additional deferral of payment for up to six months may be given by the Town at its sole discretion.
  - 4.6.1 An administration fee of \$1,000 shall be paid prior to an additional deferral of six months going into effect unless otherwise specified in By-law 20-94 (the Town's Consolidated Fee and Charges By-law) or any successor thereof. Upon the joint approval of the Town Manager and Director of Finance, where the costs to prepare and administer the additional deferral will exceed the above administration fee the Town may charge an additional amount to cover such costs and the Applicant must pay this additional charge prior to the additional deferral going into effect.
- 4.7 Interest on deferred development charges shall be at a rate approved by Council. However, the Development Charges Deferral Agreement may provide for the waiving of any interest if, when due, the development charges are paid on time.
- 4.8 In the event the deferred development charges become payable and remain unpaid, in whole or in part, or on their due date remain unpaid, then by entering into an agreement to defer payment of development charges, the Applicant explicitly agrees that in addition to any other remedy available to the Town at law the amount of unpaid development charges, plus all accrued interest, shall be added to the tax roll(s) related to the property in a manner deemed appropriate by the Town and collected in the same manner as taxes, including that the applicable interest rate that shall apply shall be the rate the Town charges for unpaid taxes.
- 4.9 The Applicant agrees that the Development Charges Deferral Agreement



may be terminated by the Town Manager, at his or her sole discretion, if a building permit for the proposed development is not applied for within two months of the Town signing the Development Charges Deferral Agreement.

- 4.10 The Applicant agrees that the Town has the right to terminate the Development Charges Deferral Agreement and the deferred development charges, including interest will therefore become due and payable in full in the event of any default or breach of the Agreement by the Applicant with or without notice to the Applicant from the Town.
- 4.11 Notwithstanding anything in this By-law or the Development Charges Deferral Agreement the following shall be considered a default or breach of the agreement:
  - 4.11.1 Where a mortgage, charge, lien, execution or other encumbrance affecting the property becomes enforceable against the property; or,
  - 4.11.2 Where the owner of the property becomes bankrupt, whether voluntary or involuntary or becomes insolvent or a receiver/manager is appointed with respect to the property; or,
  - 4.11.3 If the construction of the building deviates from what the Director of Planning used to determine the building would be a Class A Office building and the Director of Planning, at his/her sole discretion, then no longer agrees that the building will be Class A Office building; or,
  - 4.11.4 Upon the sale of the property unless the Town agrees in writing, prior to the sale, to assign the Development Charges Deferral Agreement to the new owner.
- 4.12 Any attempt to assign this agreement without the written approval of the Town is void.
- 4.13 If there are mixed uses in the building that include uses other than office then only the development charges related to the office space will be deferred unless staff recommend that the additional uses are ancillary to the office use and that the development charges for this area should also be included in the deferral.
- 4.14 Development charges may be deferred in whole or in part.



4.15 Council may, at its sole discretion consider applications that do not meet all eligibility criteria.

## **5.0 Payment by Services**

5.1 Despite the payments required under subsection 3.11, Council may, by agreement, give a credit towards a development charge in exchange for work that relates to a service for which a development charge is imposed under this by-law.

## **6.0 Indexing**

6.1 Development charges imposed pursuant to this by-law shall be adjusted annually on January 1<sup>st</sup> of each year, without amendment to this by-law in accordance with the Act.

## **7.0 Schedules**

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

Schedule A - Components of Services Designated in subsection 2.1

Schedule B - Residential and Non-Residential Development Charges

Schedule C - Map Denoting Urban Serviced Lands for which full Development Charges are imposed.

## **8.0 Date By-law in Force**

8.1 This By-law shall come into force on the 1st day of March, 2021.

## **9.1 Date By-law Expires**

9.1 This By-law will expire on the 1st day of March, 2026 unless it is repealed at an earlier date.

**READ A FIRST AND SECOND TIME THIS 1<sup>st</sup> DAY OF MARCH, 2021.**



**READ A THIRD TIME AND FINALLY PASSED THIS 1<sup>st</sup> DAY OF MARCH, 2021.**

**THE CORPORATION OF THE TOWN OF GRIMSBY**

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Mayor, Jeff A. Jordan

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Clerk, Sarah Kim



**Schedule “A”  
To By-law 21-\_\_\_\_  
Components of Services and Classes of Services Designated  
in Subsection 2.1**

D.C.-Eligible Services:

Services Related to a Highway

Roads and Related

Fire Protection Services

Fire Facilities

Fire Vehicles

Fire Small Equipment and Gear

Parks and Recreation Services

Parkland Development

Parkland Amenities

Parks and Recreation Vehicles and Equipment

Recreation Facilities

Library Services

Library Facilities

Library Collection Materials

D.C.-Eligible Classes:

Public Works

Facilities

Vehicles and Equipment

Growth Studies

Services Related to a Highway

Water Services

Wastewater Services

Stormwater Services

Fire Protection Services

Parks and Recreation Services

Library Services

Emergency Preparedness



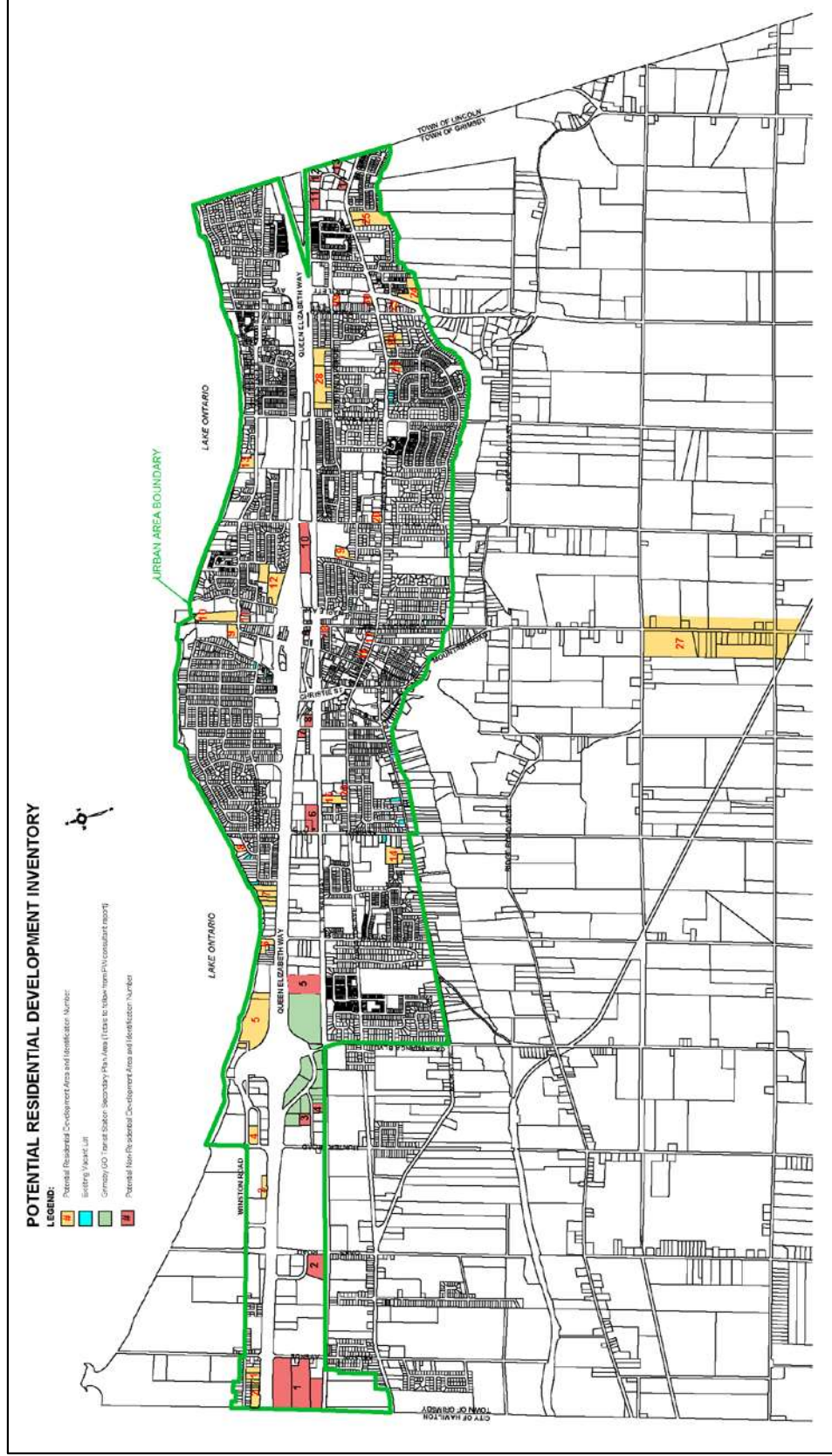
**Schedule "B"**  
**To By-law 21-\_\_\_\_\_**  
**Schedule of Development Charges**

Service/Class of Service	RESIDENTIAL					NON-RESIDENTIAL	
	Single and Semi-Detached Dwelling	Multiples	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Special Care/Special Dwelling Units	Industrial (per sq.ft. of Gross Floor Area)	Non-Industrial (per sq.ft. of Gross Floor Area)
<b>Town-Wide Services/Classes:</b>							
Services Related to a Highway	4,155	2,635	1,611	2,826	1,468	1.25	2.65
Public Works	185	117	72	126	65	0.06	0.11
Fire Protection Services	1,018	692	646	395	360	0.29	0.65
Parks and Recreation Services	6,809	4,630	4,318	2,640	2,406	0.31	0.67
Library Services	1,695	1,153	1,075	657	599	0.08	0.17
Growth Studies	1,632	1,110	1,035	633	577	0.47	1.00
<b>Total Town-Wide Services/Classes</b>	<b>15,494</b>	<b>10,337</b>	<b>8,757</b>	<b>7,277</b>	<b>5,475</b>	<b>2.46</b>	<b>5.24</b>
<b>Urban Services</b>							
Stormwater Drainage and Control Services	1,293	879	820	501	457	0.15	0.33
Wastewater Services	400	272	254	155	141	0.12	0.25
Water Services	502	341	318	195	177	0.15	0.31
<b>Total Urban Services</b>	<b>2,195</b>	<b>1,492</b>	<b>1,392</b>	<b>851</b>	<b>775</b>	<b>0.42</b>	<b>0.89</b>
<b>GRAND TOTAL RURAL AREA</b>	<b>15,494</b>	<b>10,337</b>	<b>8,757</b>	<b>7,277</b>	<b>5,475</b>	<b>2.46</b>	<b>5.24</b>
<b>GRAND TOTAL URBAN AREA</b>	<b>17,689</b>	<b>11,829</b>	<b>10,149</b>	<b>8,128</b>	<b>6,250</b>	<b>2.88</b>	<b>6.13</b>





# Schedule "C" To By-law 21- Map of Urban Serviced Area







# Appendix H

## Amending By-law



**The Corporation of the Town of Grimsby  
By-Law No. 2021-xxx**

**A By-law to amend By-law 16-73, as amend by By-law  
18-39, respecting Development Charges for the Town  
of Grimsby**

**Whereas** the *Development Charges Act, 1997* (the "Act") provides that the council of a municipality may by by-law impose development charges against land to pay for increased capital costs required because of increased needs for services;

**And whereas** the Town has undertaken a study pursuant to the Act which has provided an updated Schedule B to By-law 16-73;

**And whereas** Council has before it a report entitled "Town of Grimsby Development Charge Background Study" prepared by Watson & Associates Economists Ltd. dated December 21, 2020;

**And whereas** the Council of the Corporation of the Town of Grimsby has given notice of and held a public meeting on the 1st day of February, 2021 in accordance with the Act and the regulations thereto;

**Now therefore** the Council of the Corporation of the Town of Grimsby hereby enacts as follows:

1. By-law 16-73 is hereby amended as follows:
  - a. Schedules "A" and "B" are deleted, and the attached Schedule "A" and "B" are substituted, therefore.
2. The following definitions are added and/or replaced in section 1 of the by-law:
  - a. The definition of "accessory use" is replaced to be:

"Accessory use" means where used to describe a use, building or structure, that the use, building, or structure is naturally and normally incidental, subordinate in purpose of floor area or both, and exclusively



devoted to a principal use, building or structure, but is not an ancillary residential building

- b. The following definitions are added:
- i. “Ancillary residential building” means a residential building that would be ancillary to a detached dwelling, semi-detached dwelling, or row dwelling.
  - ii. “Back-to-back townhouse dwelling” means a building containing more than two dwelling units separated vertically by a common wall, including a rear common wall, that do not have rear yards.
  - iii. “Cannabis plant” means a plant that belongs to the genus Cannabis.
  - iv. “Cannabis Production Facilities” means a building, or part thereof, designed, used, or intended to be used for one or more of the following: cultivation, propagation, production, processing, harvesting, testing, alteration, destruction, storage, packaging, shipment or distribution of cannabis where a licence, permit or authorization has been issued under applicable federal law and does include, but is not limited to such buildings as a greenhouse and agricultural building associated with the use. It does not include a building or part thereof solely designed, used, or intended to be used for retail sales of cannabis.
  - v. “Live/work unit” means a unit which contains separate residential and non-residential areas intended for both residential and non-residential uses concurrently and shares a common wall or floor with direct access between the residential and non-residential areas.
  - vi. “Non-profit housing development” means development of a building or structure intended for use as residential premises by,



- a. a corporation without share capital to which the Corporations Act applies, that is in good standing under that Act and whose primary object is to provide housing;
  - b. a corporation without share capital to which the Canada Not-for-profit Corporations Act applies, that is in good standing under that Act and whose primary object is to provide housing; or
  - c. a non-profit housing co-operative that is in good standing under the Co-operative Corporations Act, or any successor legislation.
- vii. “Row dwelling” means a building containing three or more attached dwelling units in a single row, each of which dwelling units has an independent entrance from the outside and is vertically separated from any abutting dwelling unit.
  - viii. “Stacked townhouse dwelling” means a building containing two or more dwelling units where each dwelling unit is separated horizontally and/or vertically from another dwelling unit by a common wall or floor.
  - ix. “Town” means the Corporation of the Town of Grimsby.
- c. The definition of “industrial” in section 1 is amended by adding “and includes cannabis production facilities,” immediately after the expression “industrial use”, in the sixth line, and also by adding “self-storage or mini-storage facilities” to the end of the definition.
3. The components of the services designated in subsection 2.1 are amended to remove all service except:
- a. Parking Services (formerly referred to as Other Transportation Services).



4. The following subsection is inserted as subsection 3.7:

**“Rules with Respect to Exemptions for Intensification of Existing Housing or New housing”**

Notwithstanding the provisions of this by-law, development charges shall not be imposed with respect to developments or portions of developments as follows:

- a. the enlargement to an existing residential dwelling unit;
- b. one or two additional dwelling units in an existing single detached dwelling or prescribed ancillary structure to the existing residential building;
- c. the creation of additional dwelling units equal to the greater of one or 1% of the existing dwelling units in an existing residential rental building containing four or more dwelling units or prescribed ancillary structure to the existing residential building;
- d. the creation of one additional dwelling unit in any other existing residential building already containing at least one dwelling unit or prescribed ancillary structure to the existing residential building; or
- e. the creation of a second dwelling unit in prescribed classes of proposed new residential buildings, including structures ancillary to dwellings, subject to the following restrictions:



Item	Name of Class of Proposed New Residential Buildings	Description of Class of Proposed New Residential Buildings	Restrictions
1	Proposed new detached dwellings	Proposed new residential buildings that would not be attached to other buildings and that are permitted to contain a second dwelling unit, that being either of the two dwelling units, if the units have the same gross floor area, or the smaller of the dwelling units.	The proposed new detached dwelling must only contain two dwelling units.  The proposed new detached dwelling must be located on a parcel of land on which no other detached dwelling, semi-detached dwelling or row dwelling would be located.
2	Proposed new semi-detached dwellings or row dwellings	Proposed new residential buildings that would have one or two vertical walls, but no other parts, attached to other buildings and that are permitted to contain a second dwelling unit, that being either of the two dwelling units, if the units have the same gross floor area, or the smaller of the dwelling units.	The proposed new semi-detached dwelling or row dwelling must only contain two dwelling units.  The proposed new semi-detached dwelling or row dwelling must be located on a parcel of land on which no other detached dwelling, semi-detached dwelling or row dwelling would be located.
3	Proposed new residential buildings that would be ancillary to a proposed new detached dwelling, semi-detached dwelling or row dwelling	Proposed new residential buildings that would be ancillary to a proposed new detached dwelling, semi-detached dwelling or row dwelling and that are permitted to contain a single dwelling unit.	The proposed new detached dwelling, semi-detached dwelling or row dwelling, to which the proposed new residential building would be ancillary, must only contain one dwelling unit.  The gross floor area of the dwelling unit in the proposed new residential building must be equal to or less than the gross floor area of the detached dwelling, semi-detached dwelling or row dwelling to which the proposed new residential building is ancillary.

3.7.1 Notwithstanding subsection 3.7 (b), development charges shall be imposed if the total gross floor area of the additional one or two units exceeds the gross floor area of the existing dwelling unit.

3.7.2 Notwithstanding subsection 3.7 (d), development charges shall be imposed if the additional unit has a gross floor area greater than

- a) in the case of a semi-detached or row dwelling, the gross floor area of the existing smallest dwelling unit; and
- b) in the case of any other residential building, the gross floor area of the smallest dwelling unit already contained in the residential building.”

5. Subsection 3.8 is replaced with:

The development charges described in Schedule B to this By-law shall be imposed on residential uses of lands, buildings, or structures, including a dwelling unit accessory to a non-residential use and, in the case of a mixed-use building or structure, on the residential uses in the mixed-use building or structure, including the residential component of a live/work unit, according to



the type of unit, and calculated with respect to each of the services according to the type of residential use.

6. Subsection 3.9 is replaced with:

The development charges described in Schedule B to this By-law shall be imposed on non-residential uses of lands, buildings, or structures, and in the case of a mixed- use building or structure, on the non-residential uses in the mixed-use building or structure, including the non-residential component of a live/work unit, and calculated with respect to each of the services according to the gross floor area of the non-residential use.

7. The following section is inserted as subsection 3.10(b):

“in the case of a non-residential building or structure or, in the case of mixed-use building or structure, the non-residential uses in the mixed-use building or structure, an amount calculated by multiplying the greater of the applicable development charges under subsection 3.9 or the calculated rate within the Town of Grimsby Development Charges Background Study, April 25, 2018, by the gross floor area that has been or will be demolished or converted to another principal use; provided that such amounts shall not exceed, in total, the amount of the development charges otherwise payable with respect to the redevelopment.”

8. The following section is inserted as subsection 3.10 (c):

Where an existing Building is converted in whole or in part from one use (hereinafter referred to in this Section as the "First Use") to another use,

- i. the amount of Development Charges payable shall be reduced by the amount, calculated pursuant to this By-law at the current Development Charges rates in respect of the First Use;
- ii. the First Use shall be the use as confirmed through the Town's Building Division and related permit records;
- iii. for greater certainty, and without limiting the generality of the foregoing, no credit shall be allowed where the converted Building or part thereof would have been exempt pursuant to this By-law; and



- iv. the amount of any credit pursuant to this Section shall not exceed, in total, the amount of the Development Charges otherwise payable pursuant to this By-law with respect to the Redevelopment.
9. Sections 3.11 to 3.12 of By-law 16-73 and 3.13 to 3.27 of amending By-law 18-39 are repealed and replaced with sections 3.11 to 3.16 and 4.1 to 4.15 respectively.
- 3.11 Development charges imposed under this By-law are calculated, payable, and collected upon issuance of the first building permit for the development.
  - 3.12 Notwithstanding subsection 3.11, the timing of calculation and payment of the services related to a highway component of development charge with respect to an approval of a Plan of Subdivision under section 51 of the *Planning Act*, R.S.O., 1990 as amended, shall be addressed in the subdivision agreement, subject to any applicable exemptions contained in this By-law, and calculated in accordance with subsections 3.8 and 3.9 and of this by-law.
  - 3.13 Notwithstanding subsections 3.9 and 3.11, development charges for rental housing and institutional developments are due and payable in 6 installments commencing with the first installment payable on the date of occupancy, and each subsequent installment, including interest as provided in the Town's Council approved development charge interest policy, as may be revised from time to time.
  - 3.14 Notwithstanding subsections 3.9 and 3.11, development charges for non-profit housing developments are due and payable in 21 installments commencing with the first installment payable on the date of occupancy, and each subsequent installment, including interest as provided in the Town's Council approved development charge interest policy, as may be revised from time to time.
  - 3.15 Where the development of land results from the approval of a site plan or zoning by-law amendment received on or after January 1, 2020, and the





approval of the application occurred within two years of building permit issuance, the development charges under subsections 3.8 and 3.9 shall be calculated on the rates set out in Schedule “B” on the date of the planning application, including interest. Where both planning applications apply development charges under subsections 3.8 and 3.9 shall be calculated on the rates, including interest as provided in the Town’s Council approved development charge interest policy, as may be revised from time to time, payable on the anniversary date each year thereafter, set out in Schedule “B” on the date of the later planning application, including interest.

- 3.16 Despite subsections 3.8 to 3.15, and in accordance with section 27 of the Act, Council from time to time, and at any time, may enter into agreements providing for all or any part of a development charge to be paid before or after it would otherwise be payable.

### **Class A Office Deferral Program**

- 4.1 Notwithstanding subsections 3.11 to 3.16, the Town of Grimsby may offer a deferral for the payment of development charges for Class A Office developments.
- 4.2 Eligibility criteria:
- 4.2.1 Applications must be approved by Council prior to the issuance of the main building permit.
- 4.2.2 Following approval by Council the Applicant must pay an administration fee which shall be \$500 unless otherwise specified in By-law 20-94 (the Town's Consolidated Fee and Charges By-law). Upon the joint approval of the Town Manager and Director of Finance, where the costs to prepare and administer the deferral agreement will exceed the above administration fee the Town may charge an additional amount to cover such costs and the Applicant must pay this additional charge.
- 4.2.3 The property must not be in tax arrears and there cannot be any outstanding orders on the property from the Town.



4.2.4 The building must either be in the Town's Employment Area as determined by its Official Plan or, if outside of this area, the development must either provide significant and unique community benefits or the development must provide an important strategic economic advantage to the community as determined at the sole discretion of the Town and in a location approved by the Director of Planning.

4.2.5 The deferral must be recommended by Town Staff after they have conducted an analysis of the request.

4.2.6 The building must be a Class A Office building as determined by the Director of Planning who shall use the following as a guide:

4.2.6.1 New office building with a distinctive design, attractive look, superior exterior finishes on the curtain wall, superior interior quality finishes in the main lobby and common areas, four stories or more and at least 5,000 square meters of leasable/sellable office area.

4.2.7 Applicants must enter into an agreement with the Town.

- 4.3 Council may refuse to approve an application that meets all of the eligibility criteria if it believes it is not in the best interest of either the Town or the community.
- 4.4 The application to defer the payment of development charges shall be on a form supplied and approved by the Director of Finance.
- 4.5 Payment of development charges will be deferred to whichever is earlier:
- 4.5.1 Eight months following the issuance of an occupancy permit for a building for which development charges are being deferred, in whole or in part; or
- 4.5.2 24 months following the issuance of a main building permit for a building for which the development charges are being deferred, in whole or in part.
- 4.6 One additional deferral of payment for up to six months may be given by the Town at its sole discretion.



- 4.6.1 An administration fee of \$1,000 shall be paid prior to an additional deferral of six months going into effect unless otherwise specified in By-law 20-94 (the Town's Consolidated Fee and Charges By-law). Upon the joint approval of the Town Manager and Director of Finance, where the costs to prepare and administer the additional deferral will exceed the above administration fee the Town may charge an additional amount to cover such costs and the Applicant must pay this additional charge prior to the additional deferral going into effect.
- 4.7 Interest on deferred development charges shall be at a rate approved by Council. However, the Development Charges Deferral Agreement may provide for the waiving of any interest if, when due, the development charges are paid on time.
- 4.8 In the event the deferred development charges become payable and remain unpaid, in whole or in part, or on their due date remain unpaid, then by entering into an agreement to defer payment of development charges, the Applicant explicitly agrees that in addition to any other remedy available to the Town at law the amount of unpaid development charges, plus all accrued interest, shall be added to the tax roll(s) related to the property in a manner deemed appropriate by the Town and collected in the same manner as taxes, including that the applicable interest rate that shall apply shall be the rate the Town charges for unpaid taxes.
- 4.9 The Applicant agrees that the Development Charges Deferral Agreement may be terminated by the Town Manager, at his or her sole discretion, if a building permit for the proposed development is not applied for within two months of the Town signing the Development Charges Deferral Agreement.
- 4.10 The Applicant agrees that the Town has the right to terminate the Development Charges Deferral Agreement and the deferred development charges, including interest will therefore become due and payable in full in the event of any default or breach of the Agreement by the Applicant with or without notice to the Applicant from the Town.



4.11 Notwithstanding anything in this By-law or the Development Charges Deferral Agreement the following shall be considered a default or breach of the agreement:

4.11.1 Where a mortgage, charge, lien, execution or other encumbrance affecting the property becomes enforceable against the property; or,

4.11.2 Where the owner of the property becomes bankrupt, whether voluntary or involuntary or becomes insolvent or a receiver/manager is appointed with respect to the property; or,

4.11.3 If the construction of the building deviates from what the Director of planning used to determine the building would be a Class A Office building and the Director of Planning, at his/her sole discretion, then no longer agrees that the building will be Class A Office building; or,

4.11.4 Upon the sale of the property unless the Town agrees in writing, prior to the sale, to assign the Development Charges Deferral Agreement to the new owner.

4.12 Any attempt to assign this agreement without the written approval of the Town is void.

4.13 If there are mixed uses in the building that include uses other than office then only the development charges related to the office space will be deferred unless staff recommend that the additional uses are ancillary to the office use and that the development charges for this area should also be included in the deferral.

4.14 Development charges may be deferred in whole or in part.

4.15 Council may, at its sole discretion consider applications that do not meet all eligibility criteria.

10. This amending by-law shall come into force on the 1<sup>st</sup> day of March, 2021.

11. Except as amended by this by-law, all provisions of by-law 16-73, as amended, are and shall remain in full force and effect.



12. This By-law will expire on the 18 day of September, 2022.

**READ A FIRST AND SECOND TIME THIS 1<sup>st</sup> DAY OF MARCH, 2021.**

**READ A THIRD TIME AND FINALLY PASSED THIS 1<sup>st</sup> DAY OF MARCH, 2021.**

**THE CORPORATION OF THE TOWN OF GRIMSBY**

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Mayor, Jeff A. Jordan

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Clerk, Sarah Kim



## **Schedule “A” To By-law 16-73 Designated Town Service under this By-law**

### **Town-wide Service**

#### 1. Parking Services

##### a. Parking



## Schedule "B" To By-law 16-73, as Amended Schedule of Development Charges

Service	RESIDENTIAL					NON-RESIDENTIAL	
	Single and Semi-Detached Dwelling	Multiples	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Special Care/Special Dwelling Units	Industrial (per sq.ft. of Gross Floor Area)	Non-Industrial (per sq.ft. of Gross Floor Area)
Parking Services	43	29	25	17	-	0.01	0.02
<b>Total Town-Wide Services</b>	<b>43</b>	<b>29</b>	<b>25</b>	<b>17</b>	<b>-</b>	<b>0.01</b>	<b>0.02</b>