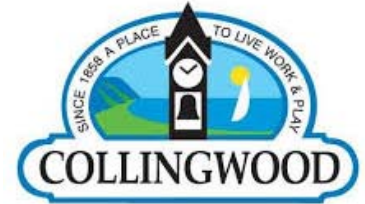


# DEVELOPMENT CHARGES BACKGROUND STUDY

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Staff Consolidated Version

**HEMSON** Consulting Ltd.

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## TABLE OF CONTENTS

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<b>Executive Summary .....</b>	<b>1</b>
<b>I Introduction .....</b>	<b>4</b>
<b>II The Methodology Uses A Town-Wide Approach to Align Development-Related Costs and Benefits.....</b>	<b>6</b>
A. Town-Wide Development Charges are Proposed.....	6
B. Key Steps When Determining Development Charges For Future Growth-Related Projects .....	6
<b>III Development Forecast .....</b>	<b>11</b>
<b>IV Historical Capital Service Levels.....</b>	<b>13</b>
<b>V Development-Related Capital Forecast .....</b>	<b>15</b>
A. Development-Related Capital Forecast is Provided for Council's Approval .....	15
B. The Development-Related Capital Forecast for General Services .....	15
C. The Development-Related Capital Forecast for Engineered Services .....	17
<b>VI Development Charges are Calculated in Accordance with the Development Charges Act .....</b>	<b>19</b>
A. Development Charges Calculation .....	19
B. Adjusted Residential and Non-Residential Development Charges Rates.....	23
C. Comparison of 2019 Newly Calculated Development Charges with Charges Currently In Force in Collingwood .....	23
<b>VII Cost of Growth Analysis .....</b>	<b>29</b>
A. Long-Term Capital and Operating Impact Analysis .....	29
B. Asset Management Plan .....	32
<b>VIII Development Charges Administration and Policy Considerations.....</b>	<b>35</b>
A. Development Charges Administration .....	35
B. Consideration for Area Rating .....	35

## List of Appendices

---

<b>A.</b>	<b>Development Forecast .....</b>	<b>37</b>
<b>B.</b>	<b>General Services Technical Appendix.....</b>	<b>54</b>
	B.1 Library Services .....	60
	B.2 Fire Protection Services.....	69
	B.3 Police Services .....	80
	B.4 Parking and By-law .....	89
	B.5 Outdoor Recreation.....	98
	B.6 Indoor Recreation .....	117
	B.7 Administration .....	125
	B.8 Transit Services .....	131
<b>C.</b>	<b>Engineered Services Technical Appendix.....</b>	<b>138</b>
	C.1 Roads and Related .....	140
	C.2 Water Services.....	156
	C.3 Wastewater Services .....	165
<b>D.</b>	<b>Reserve Fund Balances .....</b>	<b>172</b>
<b>E.</b>	<b>Cost of Growth Analysis .....</b>	<b>175</b>
<b>F.</b>	<b>Local Service Guidelines .....</b>	<b>184</b>
<b>G.</b>	<b>Approved 2019 Development Charges By-Law .....</b>	<b>190</b>
<b>H.</b>	<b>Tatham Engineering – 2019 DC Background Study: Wastewater, Water and Roads.....</b>	<b>203</b>

## **Executive Summary**

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### **A. Purpose of 2019 Development Charges (DC) Background Study**

#### **1. Legislative Context**

The Town of Collingwood 2019 Development Charges (DC) Background Study is presented as part of the process to lead to the approval of a new development charges by-law in compliance with the *Development Charges Act, 1997* (DCA). The study is prepared in accordance with the DCA and associated Regulations, including the amendments that came into force on January 1, 2016.

#### **2. Key Steps in Determining Future Development-Related Projects**

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

#### **3. DC Eligible and Ineligible Costs**

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

#### **4. Engineered Services Capital Program Has Been Prepared By Tatham Engineering**

Consistent with the Town’s historical practice, a separate study has been prepared which identifies DC eligible engineered infrastructure (e.g. Roads and Related, Water and Wastewater Services), including cost estimates, timing and allocations (e.g. benefit to existing, in-period and post-period). These projects have been reflected in this Study. A copy of the report is provided in Appendix H.



## 5. The Development-Related Capital Forecast is Subject to Change

It is recommended that Council adopt the development-related capital forecast developed for the purposes of the 2019 DC Background Study. However, it is recognized that the DC Study is a point-in-time analysis and there may be changes to project timing, scope and costs through the Town's normal annual budget process.

### B. Development Forecast

#### 1. Residential and Non-Residential

The table below provides a summary of the anticipated Town-wide residential and non-residential growth over the 2019-2028 and to 2031. The Town-wide development forecast is further discussed in Appendix A.

Town-wide Development Forecast	2018 Estimate	10-Year Planning Period 2019 - 2028		Long-Term Planning Period 2019 - 2031	
		Growth	Total at 2028	Growth	Total at 2031
<b>Residential</b>					
Total Occupied Dwellings	12,275	4,642	16,917	6,750	19,025
<i>Occupied Dwellings</i>	10,097	3,284	13,381	4,753	14,850
<i>Dwellings Not Occupied by Usual Residents</i>	2,178	1,358	3,536	1,997	4,175
Total Population					
Adjusted Population (Census + Seasonal)	29,540	10,620	40,161	15,385	44,925
<i>Census</i>	23,007	6,546	29,553	9,393	32,400
<i>Seasonal Population</i>	6,533	4,075	10,608	5,992	12,525
<i>Population In New Dwellings</i>		11,928		17,321	
<b>Non-Residential</b>					
Total Employment	12,135	1,032	13,167	1,365	13,500
<i>Place of Work Employment</i>	11,046	1,131	12,177	1,492	12,538
Non-Residential Building Space (sq.m.)		67,860		89,532	

### C. Consideration of Area Rating

Based on discussions with staff, and the analysis of the delivery of services, it is proposed that the Town continue to calculate and collect DCs on a uniform, Town-wide basis.

### D. Cost of Growth Analysis

An overview of the long-term capital and operating costs for the capital facilities and infrastructure to be included in the Development Charges By-law

is provided in this Study. This examination is required as one of the provisions of the DCA. Additional details on the long-term capital and operating impact analysis is found in Appendix E. By 2028 the Town's net operating costs for tax supported assets are estimated to increase by approximately \$2.75 million. For services with a longer benefitting horizon, the Town's estimated operating impact will increase by \$6.85 million by 2031.

A key function of the Asset Management Plan is to demonstrate that all assets proposed to be funded under the Development Charges By-law are financially sustainable over their full life cycle. The Town will need to fund an additional \$1.39 million per annum by 2029 in order to properly fund the full life cycle costs of the new ten-year General Services assets supported under the 2019 Development Charges By-law. In addition, the Town will need to fund \$2.53 million by 2032 in order to fund the Engineered and Protection Services assets supported under the 2019 Development Charges By-law.

#### **E. Approved 2019 Development Charges By-Law**

The approved 2019 DC By-law which sets out the rates and DC policies is included in Appendix G.

## I Introduction

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The *Development Charges Act, 1997* (DCA) and its associated Ontario Regulation 82/98 (O. Reg. 82/98) allow municipalities in Ontario to recover development-related capital costs from new development. The Town of Collingwood 2019 Development Charges (DC) Background Study is presented as part of a process to establish a development charges by-law that complies with this legislation.

The Town of Collingwood is experiencing development pressure and is an attractive location for a variety of recreational and seasonal oriented development. The anticipated development in Collingwood will increase the demand on all Town services. The Town wishes to implement development charges to fund development-related capital projects so that development continues to be serviced in a fiscally responsible manner.

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

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

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

development. The study therefore calculates development charges for each type of development.

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

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

## **II The Methodology Uses A Town-Wide Approach to Align Development-Related Costs and Benefits**

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Several key steps are required when calculating any development charge. However, specific circumstances arise in each municipality which must be reflected in the calculation. In this study, therefore, we have tailored our approach to the Town of Collingwood's unique circumstances. The approach to calculating development charges provides a reasonable alignment of development-related costs with the development that necessitates them. This study uses a Town-wide approach in the cost recovery calculations. The Background Study provides an update to the historical service levels and the cost of providing future development-related capital infrastructure.

### **A. Town-Wide Development Charges Are Proposed**

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

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

### **B. Key Steps When Determining Development Charges For Future Development-Related Projects**

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

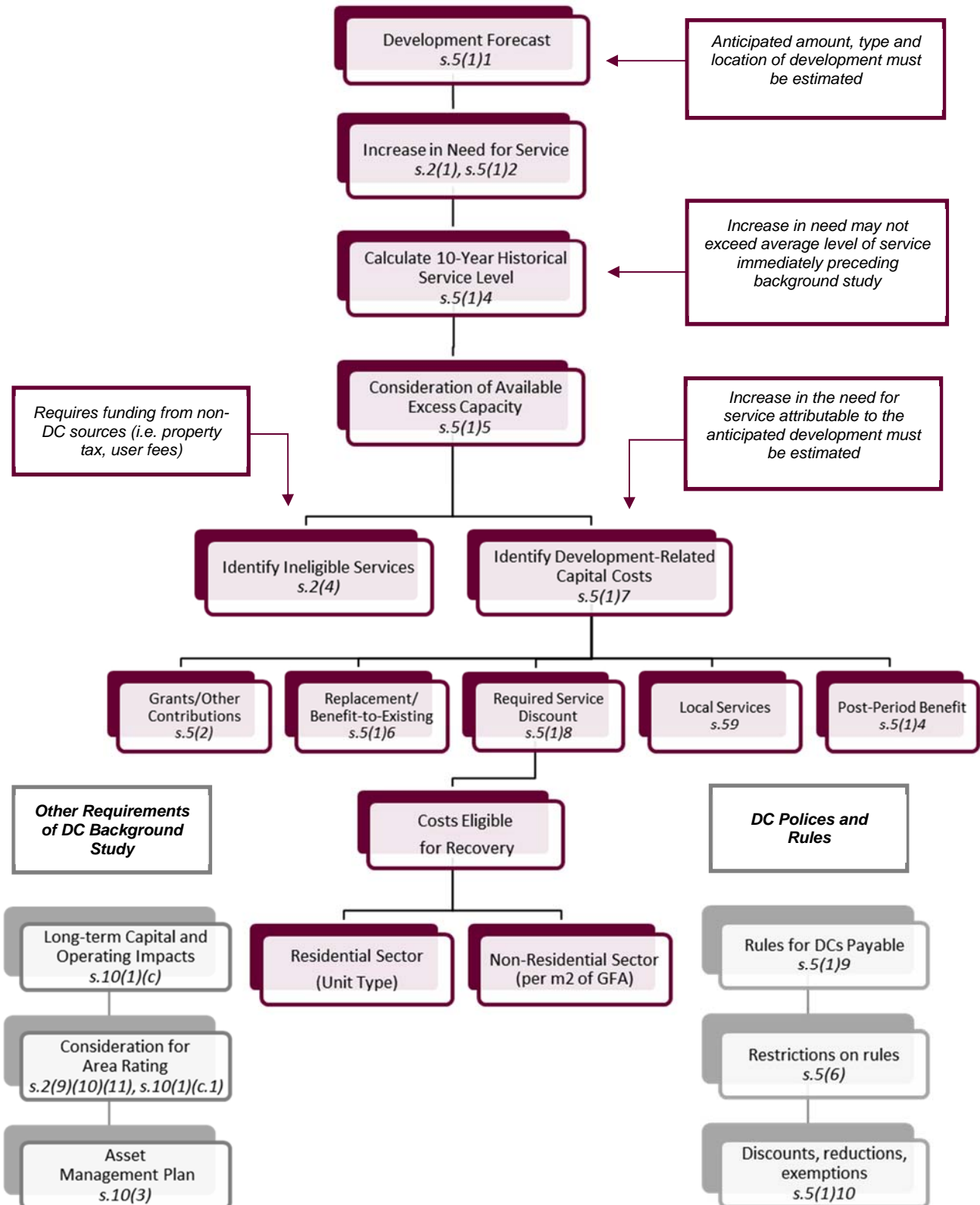


Figure 1: Overview of Development Charges Calculation

## **1. Development Forecast**

The first step in the methodology requires that a development forecast be prepared for the ten-year study period from 2019 to 2028 and the long-term period to 2031. The forecast of future residential and non-residential development used in this study was prepared by Hemson in consultation with Town of Collingwood staff. The forecast has been informed by the Town of Collingwood's Official Plan and adjusted for known and anticipated development proposals and accounts for historical households, seasonal development, and recent construction history.

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

## **2. Service Categories and Historical Service Levels**

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

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

Historical ten-year average service levels thus form the basis for the development charges calculation. A review of the Town's capital service levels for buildings, land, vehicles, equipment and others has therefore been prepared as a reference to determine the portion of future capital projects that may be included in the development charges calculation. The historical service levels used in this study have been calculated based on the period from 2009 to 2018.

In accordance with the provisions of the DCA, for the engineered services of water and wastewater, historical service levels are less applicable and reference is made to the Town's engineering standards as well as Provincial health or environmental legislation.

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

A development-related capital forecast has been prepared by Town staff as part of this study. The forecast identifies development-related projects and their gross and net costs, after allowing for capital grants, subsidies or other contributions as required by the DCA s.5.(2). The capital forecast provides another foundation upon which development charges are based. The DCA

requires that the increase in the need for service attributable to the anticipated development may include an increase:

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

S. 5. (1) 4. and s. 5. (2). require that the development charges be calculated on the lesser of the historical ten-year average service levels or the service levels embodied in the future plans of the Town. The development-related capital forecast prepared for this study ensures that development charges are only imposed to help pay for projects that have been or are intended to be purchased or built in order to accommodate future anticipated development. It is not sufficient in the calculation of development charges merely to have had the service in the past. There must also be a demonstrated commitment to continue to emplace facilities or infrastructure in the future. In this regard, Ontario Regulation 82/98, s. 3 states that:

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

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

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

Finally, when calculating development charges, the development-related net capital costs must be reduced by ten per cent for all services except transit, engineered services and protection services such as fire, police, and roads. (DCA, s. 5. (1) 8). The ten per cent discount is applied to the other services, and the resulting financing responsibility from non-development charges sources is identified.

#### **4. Attribution to Types of Development**

The next step in the determination of development charges is the allocation of the development-related net capital costs between the residential and the non-residential sectors. In the Town of Collingwood, the allocation is based



on the projected changes in dwelling units and employment over the planning periods, the anticipated demand for services, and other relevant factors.

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

## **5. Final Adjustment**

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

### **III Development Forecast**

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

Key demographic features of the Town of Collingwood are the seasonal fluctuations of its population and the corresponding recreational nature of its residential development. For this reason, the Town’s development charges are based on a residential forecast which includes seasonal population and dwellings not occupied by usual residents. This rationale is based upon the need for the Town to build infrastructure to accommodate peak demand levels associated with overall development in the Town, regardless of whether the use is permanent or seasonal.

The residential forecast incorporates 2016 Census and historical residential permit data and accounts for seasonal housing development. The forecast shows that the number of dwelling units (occupied dwellings and seasonal dwellings) will increase by approximately 4,640 between 2019 and 2028 with an accompanying population of 10,620 persons. From 2019 to 2031 a total of 6,750 new units are anticipated, which will result in the addition of 15,385 residents.

The non-residential portion of the forecast is largely based upon the employment figures from the Town’s Official Plan. The forecast is for approximately 67,860 square metres of new non-residential gross floor area (GFA) to be added in the Town between 2019 and 2028. During the period 2019 to 2031, GFA is projected to increase by approximately 89,530 square metres.

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

12  
TABLE 1

**TOWN OF COLLINGWOOD  
SUMMARY OF RESIDENTIAL AND NON-RESIDENTIAL  
DEVELOPMENT FORECAST**

Town-wide Development Forecast	2018 Estimate	10-Year Planning Period 2019 - 2028		Long-Term Planning Period 2019 - 2031	
		Growth	Total at 2028	Growth	Total at 2031
<b>Residential</b>					
Total Occupied Dwellings	12,275	4,642	16,917	6,750	19,025
<i>Occupied Dwellings</i>	10,097	3,284	13,381	4,753	14,850
<i>Dwellings Not Occupied by Usual Residents</i>	2,178	1,358	3,536	1,997	4,175
Total Population					
Adjusted Population (Census + Seasonal)	29,540	10,620	40,161	15,385	44,925
<i>Census</i>	23,007	6,546	29,553	9,393	32,400
<i>Seasonal Population</i>	6,533	4,075	10,608	5,992	12,525
<i>Population In New Dwellings</i>		11,928		17,321	
<b>Non-Residential</b>					
Total Employment	12,135	1,032	13,167	1,365	13,500
<i>Place of Work Employment</i>	11,046	1,131	12,177	1,492	12,538
Non-Residential Building Space (sq.m.)		67,860		89,532	

## **IV Historical Capital Service Levels**

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The DCA and O. Reg. 82/98 require that the development charges be set at a level no higher than the average service level provided in the Town over the ten-year period immediately preceding the preparation of the Background Study, on a service-by-service basis.

For non-engineered services (e.g. Library, Outdoor Recreation, Indoor Recreation etc.) the legislative requirement is met by documenting service levels for the preceding ten years: in this case, for the period from 2009 to 2018. Typically, service levels for non-engineered services are measured as a ratio of inputs per capita or inputs per population and employment. For engineered services such as Water and Wastewater, engineering standards are used in lieu of inputs per capita. In accordance with the requirements of the DCA, Transit services are based on a forward ten-year service level, as such no historical service level is identified.

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

Table 2 summarizes service levels for all services included in the development charges calculations. Appendices B and C provide detailed historical inventory data upon which the calculation of service levels is based for the General and Engineered services, respectively.

14  
TABLE 2

**TOWN OF COLLINGWOOD  
SUMMARY OF AVERAGE HISTORIC SERVICE LEVELS 2009 - 2018**

Service	2009 - 2018 Service Level Indicator
<b>1.0 LIBRARY SERVICES</b>	<b>\$326.20 per capita</b>
Buildings	\$197.97 per capita
Land	\$20.05 per capita
Materials	\$84.91 per capita
Furniture And Equipment	\$23.27 per capita
<b>2.0 FIRE PROTECTION SERVICES</b>	<b>\$313.72 per pop &amp; empl</b>
Buildings	\$128.36 per pop & empl
Land	\$31.89 per pop & empl
Furniture & Equipment	\$36.35 per pop & empl
Vehicles	\$117.12 per pop & empl
<b>3.0 POLICE SERVICE</b>	<b>\$240.27 per pop &amp; empl</b>
Buildings	\$201.74 per pop & empl
Land	\$30.51 per pop & empl
Equipment And Gear	\$1.60 per pop & empl
Vehicles	\$1.43 per pop & empl
Furniture And Equipment In Stations	\$4.99 per pop & empl
<b>4.0 PARKING AND BY-LAW</b>	<b>\$206.84 per pop &amp; empl</b>
Parking Spaces	\$137.74 per pop & empl
Land	\$58.17 per pop & empl
Vehicles	\$2.07 per pop & empl
Equipment	\$8.86 per pop & empl
<b>5.0 OUTDOOR RECREATION</b>	<b>\$2,029.28 per capita</b>
Outdoor Rec Buildings	\$44.44 per capita
Land Associated With Buildings	\$45.65 per capita
Park Land Improvements	\$965.06 per capita
Parkland Amenities	\$660.83 per capita
Trails	\$214.52 per capita
Bridges	\$38.59 per capita
Marina and Docks	\$33.77 per capita
Vehicles And Equipment	\$22.66 per capita
Sailing School Equipment	\$3.76 per capita
<b>6.0 INDOOR RECREATION</b>	<b>\$2,020.61 per capita</b>
Buildings	\$1,637.80 per capita
Land	\$185.98 per capita
Furniture & Equipment	\$196.83 per capita
<b>7.0 ADMINISTRATION</b>	<b>N/A</b>
<b>8.0 TRANSIT SERVICES</b>	<b>N/A</b>

## **V Development-Related Capital Forecast**

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

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

### **A. Development-Related Capital Forecast is Provided for Council's Approval**

Based on the development forecast summarized in Section III and detailed in Appendix A, Town staff, in collaboration with Hemson and Tatham Engineering, has identified a development-related capital forecast that sets out projects required to service anticipated development. For General Services (including Transit), the capital forecast covers the ten-year period from mid-year 2019 to mid-year 2028. As permitted by the DCA s. 5(1) 4, development charges for the Engineered and Protection services are based on a longer planning horizon to 2031.

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

### **B. The Development-Related Capital Forecast for General Services**

A summary of the development-related capital forecast for general services is presented in Table 3. The table shows that the gross cost of the Town's General Services (including Transit) capital forecast is estimated to be \$120.22 million. Approximately \$368,300 in grants are anticipated to offset

the cost of the Outdoor Recreation and Transit programs; therefore, the net municipal cost for the Town is reduced to \$119.85 million.

Of this net municipal cost, approximately 49 per cent, or \$59.10 million, is related to capital works for Outdoor Recreation. This capital program recovers for Waterfront Master Plan projects, as well as new park amenities, trail development, vehicles, and building space.

The next largest capital program belongs to Indoor Recreation. The program provides funding for a new multi-purpose facility. The total Indoor Recreation capital program amounts to \$28.12 million, or 24 per cent.

The capital forecast associated with Fire Protection Services envisions a new fire station, debt recovery for a past station, and additions to the fire fleet. The total municipal cost of the Fire capital program is \$11.38 million, or 10 per cent of the total net municipal cost.

The capital program associated with Library Services amounts to \$8.96 million, or 8 per cent of the total municipal cost, and provides for a new library, debenture payments, and additional collection materials.

The Parking and By-law capital program includes provisions for additional parking spaces, a parking garage, and a new parking lot. The total cost of the Parking and By-law capital program is \$8.04 million.

The Police Services capital program includes a provision for additional growth-related space. The total Police municipal capital cost amounts to approximately \$2.03 million.

The capital program for Transit Services includes bus acquisitions and bus shelters, and the net municipal cost totals \$1.45 million.

The portion of the Town's program that relates to the provision of development-related studies is referred to as Administration and amounts to \$815,000.

The capital forecast incorporates those projects identified to be related to development anticipated in the next ten years (or to 2031 for Protection Services). It is not implied that all of these costs are to be recovered from new development by way of development charges (see the following Section VI). Portions of the capital forecast may be related to replacement of existing

facilities, shares of projects that benefit the existing population, or development anticipated to occur beyond the 2019-2028 or 2019-2031 planning period. In addition to these reductions, the amounts shown in Table 3 have not been reduced by ten per cent for various general services as required by s. 5 (1) of the DCA.

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

### **C. The Development-Related Capital Forecast for Engineered Services**

Table 3 also provides the development-related capital recoveries for the engineered services of Roads and Related, Water Services and Wastewater Services.

The total Engineered Services gross capital cost is \$289.76 million, with \$42.69 million in grants, developer contributions and contributions by other municipalities. The net municipal cost is \$247.07 million.

The largest portion of the net municipal cost is for Water Services, with a cost of \$106.61 million or 37 per cent. The Water Services capital program totals \$64.94 million after deductions for contributions from other municipalities that will be contributing to the cost of a water facility.

The second largest service is Wastewater Services with a total cost of \$101.60 million. Most of the capital program relates to the construction of a new wastewater facility.

Finally, the Roads and Related net municipal cost totals \$81.56 million or 28 per cent of the total. This includes provisions for roadworks, sidewalks, and public works investments in fleet and facilities.

Details of the Engineered Services capital programs can be found in Appendix C.



18  
**TABLE 3**

**TOWN OF COLLINGWOOD  
SUMMARY OF DEVELOPMENT-RELATED CAPITAL PROGRAM  
FOR GENERAL AND ENGINEERED SERVICES  
(in \$000)**

<b>Service</b>	<b>Gross Cost</b>	<b>Grants/ Subsidies</b>	<b>Municipal Cost</b>
1.0 LIBRARY SERVICES	\$8,955.3	\$0.0	\$8,955.3
2.0 FIRE PROTECTION SERVICES	\$11,379.5	\$0.0	\$11,379.5
3.0 POLICE SERVICE	\$2,030.0	\$0.0	\$2,030.0
4.0 PARKING AND BY-LAW	\$8,042.1	\$0.0	\$8,042.1
5.0 OUTDOOR RECREATION	\$59,425.7	\$328.3	\$59,097.4
6.0 INDOOR RECREATION	\$28,122.4	\$0.0	\$28,122.4
7.0 ADMINISTRATION	\$815.0	\$0.0	\$815.0
8.0 TRANSIT SERVICES	\$1,450.0	\$40.0	\$1,410.0
<b>TOTAL - GENERAL SERVICES</b>	<b>\$120,220.0</b>	<b>\$368.3</b>	<b>\$119,851.7</b>

*(1) Fire Protection and Police Services are based on a 2019 to 2031 planning period*

<b>Service</b>	<b>Gross Cost</b>	<b>Grants / Subsidies</b>	<b>Net Municipal</b>
1.0 ROADS AND RELATED	\$81,557.7	\$1,022.9	\$80,534.8
2.0 WATER SERVICES	\$106,605.8	\$41,665.0	\$64,940.8
3.0 WASTEWATER SERVICES	\$101,598.3	\$0.0	\$101,598.3
<b>TOTAL - ENGINEERED SERVICES (2019-2041)</b>	<b>\$289,761.8</b>	<b>\$42,687.9</b>	<b>\$247,073.9</b>

## **VI Development Charges are Calculated in Accordance with the *Development Charges Act***

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

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

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

### **A. DEVELOPMENT CHARGES CALCULATION**

A summary of the “unadjusted” residential and non-residential development charges for the Town-wide general services is presented in Table 4. Further details of the calculation for each individual general service category are available in Appendix B.

#### **1. General and Protection Services**

The capital forecast for Town-wide General Services incorporates those projects identified to be related to development anticipated in the ten-year planning period (and to 2031 for Protection Services). However, not all of the capital costs are to be recovered from new development by way of development charges. Table 4 shows that, of the \$119.85 million total municipal cost, \$16.93 million relates to replacement of existing capital facilities, or to shares of projects that provide benefit to the existing community. These portions of capital costs will require funding from other non-development charge sources, such as fundraising and property taxes.

TOWN OF COLLINGWOOD  
SUMMARY OF UNADJUSTED RESIDENTIAL AND NON-RESIDENTIAL DEVELOPMENT CHARGES  
CAPITAL PROGRAM FOR GENERAL SERVICES

10 Year Growth in Population in New Units	11,928
10 Year Growth in Square Metres	67,860
12 Year Growth in Population in New Units	17,321
12 Year Growth in Square Metres	89,532

Service	Development-Related Capital Program (2019 - 2028)									
	Net Municipal Cost (\$000)	Replacement & Benefit to Existing (\$000)	Required Service Discount (\$000)	Available DC Reserves (\$000)	Post-2028 Benefit (\$000)	Total DC Eligible Costs for Recovery (\$000)	Residential Share		Non-Residential Share	
							%	(\$000)	%	(\$000)
<b>1.0 LIBRARY SERVICES</b>	\$8,955.3	\$1,410.9	\$754.4	\$0.0	\$3,672.2	\$3,117.8	100%	\$3,117.8	0%	\$0.00
Unadjusted Development Charge Per Capita								\$261.39		
Unadjusted Development Charge Per Sq.M										\$0.00
<b>2.0 PARKING AND BY-LAW</b>	\$8,042.1	\$0.0	\$804.2	\$309.3	\$4,741.0	\$2,187.6	90%	\$1,977.0	10%	\$210.54
Unadjusted Development Charge Per Capita								\$165.75		
Unadjusted Development Charge Per Sq.M										\$3.10
<b>3.0 OUTDOOR RECREATION</b>	\$59,097.4	\$11,685.2	\$4,741.2	\$2,270.8	\$21,003.8	\$19,396.4	100%	\$19,396.4	0%	\$0.00
Unadjusted Development Charge Per Capita								\$1,626.12		
Unadjusted Development Charge Per Sq.M										\$0.00
<b>4.0 INDOOR RECREATION</b>	\$28,122.4	\$122.5	\$2,800.0	\$769.0	\$12,215.5	\$12,215.5	100%	\$12,215.5	0%	\$0.00
Unadjusted Development Charge Per Capita								\$1,024.10		
Unadjusted Development Charge Per Sq.M										\$0.00
<b>5.0 TRANSIT SERVICES</b>	\$1,410.0	\$33.2	\$0.0	\$10.1	\$0.0	\$1,366.7	90%	\$1,235.2	10%	\$131.54
Unadjusted Development Charge Per Capita								\$103.55		
Unadjusted Development Charge Per Sq.M										\$1.94
<b>6.0 ADMINISTRATION</b>	\$815.0	\$45.0	\$77.0	\$54.5	\$0.0	\$638.5	90%	\$577.0	10%	\$61.45
Unadjusted Development Charge Per Capita								\$48.38		
Unadjusted Development Charge Per Sq.M										\$0.91
<b>TOTAL GENERAL SERVICES (2019-2028)</b>	<b>\$106,442.2</b>	<b>\$13,296.8</b>	<b>\$9,176.8</b>	<b>\$3,413.7</b>	<b>\$41,632.5</b>	<b>\$38,922.5</b>		<b>\$45,146.1</b>		<b>\$1,046.3</b>

Service	Development-Related Capital Program (2019 - 2031)									
	Net Municipal Cost (\$000)	Replacement & Benefit to Existing (\$000)	Required Service Discount (\$000)	Available DC Reserves (\$000)	Post-2028 Benefit (\$000)	Total DC Eligible Costs for Recovery (\$000)	Residential Share		Non-Residential Share	
							%	(\$000)	%	(\$000)
<b>1.0 FIRE PROTECTION SERVICES</b>	\$11,379.5	\$3,631.6	\$0.0	\$0.0	\$2,453.3	\$5,294.6	91%	\$4,826.5	9%	\$468.14
Unadjusted Development Charge Per Capita								\$278.65		
Unadjusted Development Charge Per Sq.M										\$5.23
<b>2.0 POLICE SERVICE</b>	\$2,030.0	\$0.0	\$0.0	\$54.7	\$0.0	\$1,975.3	91%	\$1,800.7	9%	\$174.65
Unadjusted Development Charge Per Capita								\$103.96		
Unadjusted Development Charge Per Sq.M										\$1.95
<b>TOTAL PROTECTION SERVICES (2019-2031)</b>	<b>\$13,409.5</b>	<b>\$3,631.6</b>	<b>\$0.0</b>	<b>\$54.7</b>	<b>\$2,453.3</b>	<b>\$7,269.9</b>		<b>\$6,627.1</b>		<b>\$642.8</b>

<b>TOTAL ALL GENERAL &amp; PROTECTION SERVICES</b>	<b>\$119,851.7</b>	<b>\$16,928.3</b>	<b>\$9,176.8</b>	<b>\$3,468.4</b>	<b>\$44,085.8</b>	<b>\$46,192.4</b>		<b>\$51,773.2</b>		<b>\$1,689.1</b>
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Unadjusted Development Charge Per Capita								<b>\$3,611.90</b>		
Unadjusted Development Charge Per Sq.M										<b>\$13.13</b>

The DCA, s. 5 (1) 8, requires that development-related net capital costs for general services be reduced by ten per cent in calculating the applicable development charges for these services. The ten per cent share of development-related net capital costs not included in the development charges calculations must also be funded from non-development charges sources. In total, about \$9.18 million is identified as the required ten per cent reduction.

An additional share of \$3.47 million has been identified as available DC reserves and represents the revenues collected from previous development charges. This portion has been netted out of the capital costs.

Another share of the forecast, \$44.09 million, is either attributable to development beyond the recovery period (and can therefore be recovered under future development charges studies) or represents a service level increase in the Town.

The remaining \$46.19 million is carried forward to the development charges calculation. Of the development-related costs, \$51.77 million has been allocated to new residential development, and \$1.69 million has been allocated to new non-residential development. This results in an unadjusted development charge of \$3,611.90 per capita and \$13.13 per square metre of non-residential development for the provision of general services.

## **2. Engineered Services**

Table 5 presents the calculated residential and non-residential development charges for Engineered Services. The table shows that of the total net cost of the engineered services capital program of \$289.76 million, \$31.99 million is considered to replace existing infrastructure or to benefit the existing population. Developer and other levels of government contributions total another \$42.69 million. A deduction is also made for the available reserve fund balance of \$18.19 million, while \$76.34 million will benefit development post-2031 and so may be considered for recovery under future by-laws. The remaining \$120.55 million is carried forward to the development charges calculation. Of the development-related cost, 90 per cent, or \$108.95 million, has been allocated to new residential development and ten per cent, or \$11.60 million, has been allocated to new non-residential development. The resulting per capita unadjusted charge is \$6,289.96 and the unadjusted non-residential charge is \$129.59 per square metre.

Full capital program and calculation details regarding engineered services can be found in Appendix C.

22  
TABLE 5

TOWN OF COLLINGWOOD  
SUMMARY OF UNADJUSTED RESIDENTIAL AND NON-RESIDENTIAL DEVELOPMENT CHARGES  
CAPITAL PROGRAM FOR ENGINEERED SERVICES

12 Year Growth in Population in New Units	17,321
12 Year Growth in Square Meters	89,532

Service	Development-Related Capital Program (2019 - 2031)									
	Net Municipal Cost (\$000)	Replacement & Benefit to Existing (\$000)	Direct Developer Contributions (\$000)	Available DC Reserves (\$000)	Post-Period Benefit (\$000)	Total DC Eligible Costs for Recovery (\$000)	Residential Share		Non-Residential Share	
							%	(\$000)	%	(\$000)
<b>1.0 ROADS AND RELATED</b>	\$81,557.7	\$17,367.7	\$1,022.9	\$4,494.5	\$15,639.5	\$43,033.1	90%	\$38,891.4	10%	\$4,141.70
Unadjusted Development Charge Per Capita								\$2,245.33		
Unadjusted Development Charge Per Sq.M										\$46.26
<b>2.0 WATER SERVICES</b>	\$106,605.8	\$9,206.5	\$41,665.0	\$2,536.8	\$20,517.3	\$32,680.2	90%	\$29,534.9	10%	\$3,145.29
Unadjusted Development Charge Per Capita								\$1,705.15		
Unadjusted Development Charge Per Sq.M										\$35.13
<b>3.0 WASTEWATER SERVICES</b>	\$101,598.3	\$5,420.1	\$0.0	\$11,154.5	\$40,186.2	\$44,837.5	90%	\$40,522.1	10%	\$4,315.37
Unadjusted Development Charge Per Capita								\$2,339.48		
Unadjusted Development Charge Per Sq.M										\$48.20
<b>TOTAL 10 YEAR ENGINEERED SERVICES</b>	<b>\$289,761.8</b>	<b>\$31,994.3</b>	<b>\$42,687.9</b>	<b>\$18,185.9</b>	<b>\$76,343.0</b>	<b>\$120,550.7</b>		<b>\$108,948.3</b>		<b>\$11,602.4</b>
Unadjusted Development Charge Per Capita								<b>\$6,289.96</b>		
Unadjusted Development Charge Per Sq.M										<b>\$129.59</b>

## **B. Adjusted Residential and Non-Residential Development Charges Rates**

Final adjustments to the “unadjusted” development charges rates for general and engineered services are made through a cash flow analysis. The analysis, details of which are included in Appendices B and C, considers the borrowing cost and interest earnings associated with the timing of expenditures and development charges receipts for each service category. Table 6 summarizes the results of the cash flow adjustments for the residential development charges rates. The adjusted residential rate is \$10,241.03 per capita after the cash flow analysis.

Persons per unit factors are then applied to the per capita rate to determine the residential rate by unit type. The calculated rates by residential unit type range from a high of \$30,006 for a single or semi-detached unit to a low of \$10,445 for an apartment with one or fewer bedrooms. The rate for apartments with two or more bedrooms is \$18,025 and the rate for rows and other multiples is \$22,632.

The non-residential charge is displayed in Table 7. After cash flow consideration, the charge per square metre decreases to \$142.24.

## **C. Comparison of 2019 Newly Calculated Development Charges with Charges Currently In Force in Collingwood**

Tables 8 and 9 present a comparison of the newly calculated Town-wide development charges with currently imposed development charge rates. Table 8 demonstrates that the residential development charge rate for a single or semi-detached unit increases by \$5,434 per unit, or 22 per cent, when compared to the Town’s current rate. Table 9 shows that the calculated non-residential charge is an increase of \$73.47 from the current charge of \$68.78. This represents a 107 per cent increase.

In 2014, Council chose not to implement the fully calculated rates in the Study. Instead, they continued to annually index the rates that were implemented as part of the previous 2009 DC Background Study. Table 10 shows the calculated non-residential charge compared to the non-residential rates that were calculated in the 2014 DC Background Study, indexed to 2019 dollars for comparison. While the newly calculated rates are higher than the current rates, if the 2014 fully calculated rates were implemented (when indexed to 2019 dollars) the calculated rate of \$142.24 per square metre would represent a 2 per cent decrease.

24  
TABLE 6

**TOWN OF COLLINGWOOD  
CITY-WIDE DEVELOPMENT CHARGES  
RESIDENTIAL DEVELOPMENT CHARGES**

Service	Unadjusted Charge Per Capita	Adjusted Charge Per Capita	Charge By Unit Type (1)				Percentage of Charge
			Single & Semi-Detached	Other Multiples	Apartment 2+ Bedrooms	Apartments 1 or Fewer Bedrooms	
Library Services	\$261.39	\$283.69	\$831	\$627	\$499	\$289	2.8%
Outdoor Recreation	\$1,626.12	\$1,801.55	\$5,279	\$3,981	\$3,171	\$1,838	17.6%
Indoor Recreation	\$1,024.10	\$983.60	\$2,882	\$2,174	\$1,731	\$1,003	9.6%
Parking	\$165.75	\$176.53	\$517	\$390	\$311	\$180	1.7%
General Government	\$48.38	\$49.15	\$144	\$109	\$87	\$50	0.5%
<b>Town-Wide Discounted Services</b>	<b>\$3,125.73</b>	<b>\$3,294.53</b>	<b>\$9,653</b>	<b>\$7,281</b>	<b>\$5,799</b>	<b>\$3,360</b>	<b>32.2%</b>
Transit	\$103.55	\$109.17	\$320	\$241	\$192	\$111	1.1%
Fire Protection	\$278.65	\$330.35	\$968	\$730	\$581	\$337	3.2%
Police	\$103.96	\$99.46	\$291	\$220	\$175	\$101	1.0%
Roads And Related	\$2,245.33	\$2,338.94	\$6,853	\$5,169	\$4,117	\$2,386	22.8%
Wastewater Services	\$2,339.48	\$2,244.85	\$6,577	\$4,961	\$3,951	\$2,290	21.9%
Water Services	\$1,705.15	\$1,823.72	\$5,344	\$4,030	\$3,210	\$1,860	17.8%
<b>Town-Wide Non-Discounted Services</b>	<b>\$6,776.12</b>	<b>\$6,946.50</b>	<b>\$20,353</b>	<b>\$15,351</b>	<b>\$12,226</b>	<b>\$7,085</b>	<b>67.8%</b>
<b>TOTAL RESIDENTIAL CHARGE</b>	<b>\$9,901.85</b>	<b>\$10,241.03</b>	<b>\$30,006</b>	<b>\$22,632</b>	<b>\$18,025</b>	<b>\$10,445</b>	<b>100.0%</b>
(1) Based on Persons Per Unit of:			2.93	2.21	1.76	1.02	

25  
TABLE 7

**TOWN OF COLLINGWOOD  
CITY-WIDE DEVELOPMENT CHARGES  
NON-RESIDENTIAL DEVELOPMENT CHARGES**

<b>Service</b>	<b>Unadjusted Charge (\$/sq.m)</b>	<b>Adjusted Charge After Cashflow (\$/sq.m)</b>	<b>Percentage of Charge</b>
Library Services	\$0.00	\$0.00	0.0%
Outdoor Recreation	\$0.00	\$0.00	0.0%
Indoor Recreation	\$0.00	\$0.00	0.0%
Parking	\$3.10	\$2.98	2.1%
General Government	\$0.91	\$0.90	0.6%
<b>Town-Wide Discounted Services</b>	<b>\$4.01</b>	<b>\$3.88</b>	<b>2.7%</b>
Transit	\$1.94	\$2.00	1.4%
Fire Protection	\$5.23	\$5.50	3.9%
Police	\$1.95	\$1.84	1.3%
Roads And Related	\$46.26	\$46.95	33.0%
Wastewater Services	\$48.20	\$45.66	32.1%
Water Services	\$35.13	\$36.41	25.6%
<b>Town-Wide Non-Discounted Services</b>	<b>\$138.71</b>	<b>\$138.36</b>	<b>97.3%</b>
<b>TOTAL NON-RESIDENTIAL CHARGE</b>	<b>\$142.72</b>	<b>\$142.24</b>	<b>100.0%</b>



26  
TABLE 8

**TOWN OF COLLINGWOOD  
COMPARISON OF CURRENT AND CALCULATED  
RESIDENTIAL DEVELOPMENT CHARGES**

<b>Service</b>	<b>Current Residential Charge / SDU</b>	<b>Calculated Residential Charge / SDU</b>	<b>Difference in Charge</b>	
Library Services	\$595	\$831	\$236	40%
Outdoor Recreation	\$3,736	\$5,279	\$1,543	41%
Indoor Recreation	\$726	\$2,882	\$2,156	297%
Parking	\$140	\$517	\$377	269%
General Government	\$113	\$144	\$31	27%
Airport	\$63	\$0	(\$63)	(100%)
<b>Town-Wide Discounted Services</b>	<b>\$5,373</b>	<b>\$9,653</b>	<b>\$4,280</b>	<b>80%</b>
Transit	\$102	\$320	\$218	214%
Fire Protection	\$675	\$968	\$293	43%
Police	\$138	\$291	\$153	111%
Roads And Related	\$7,461	\$6,853	(\$608)	(8%)
Wastewater Services	\$7,267	\$6,577	(\$690)	(9%)
Water Services	\$3,556	\$5,344	\$1,788	50%
<b>Town-Wide Non-Discounted Services</b>	<b>\$19,199</b>	<b>\$20,353</b>	<b>\$1,154</b>	<b>6%</b>
<b>TOTAL RESIDENTIAL CHARGE</b>	<b>\$24,572</b>	<b>\$30,006</b>	<b>\$5,434</b>	<b>22%</b>

*Current rates as of January 1, 2019*

27  
TABLE 9

**TOWN OF COLLINGWOOD  
COMPARISON OF CURRENT AND CALCULATED  
NON-RESIDENTIAL DEVELOPMENT CHARGES**

<b>Service</b>	<b>Current Non-Residential Charge / Sq.m</b>	<b>Calculated Non-Residential Charge / Sq.m</b>	<b>Difference in Charge</b>	
Library Services	\$0.32	\$0.00	(\$0.32)	N/A
Outdoor Recreation	\$2.37	\$0.00	(\$2.37)	N/A
Indoor Recreation	\$0.32	\$0.00	(\$0.32)	(100%)
Parking	\$0.86	\$2.98	\$2.12	247%
General Government	\$0.65	\$0.90	\$0.25	38%
Airport	\$0.32	\$0.00	(\$0.32)	(100%)
<b>Town-Wide Discounted Services</b>	<b>\$4.84</b>	<b>\$3.88</b>	<b>(\$0.96)</b>	<b>(20%)</b>
Transit	\$0.11	\$2.00	\$1.89	1718%
Fire Protection	\$1.18	\$5.50	\$4.32	366%
Police	\$0.32	\$1.84	\$1.52	475%
Roads And Related	\$22.71	\$46.95	\$24.24	107%
Wastewater Services	\$23.03	\$45.66	\$22.63	98%
Water Services	\$16.58	\$36.41	\$19.83	120%
<b>Town-Wide Non-Discounted Services</b>	<b>\$63.93</b>	<b>\$138.36</b>	<b>\$74.43</b>	<b>116%</b>
<b>TOTAL NON-RESIDENTIAL CHARGE</b>	<b>\$68.77</b>	<b>\$142.24</b>	<b>\$73.47</b>	<b>107%</b>

28  
TABLE 10

**TOWN OF COLLINGWOOD  
COMPARISON OF 2014 CALCULATED (INDEXED) AND 2019 CALCULATED  
NON-RESIDENTIAL DEVELOPMENT CHARGES**

<b>Service</b>	<b>2014 Calculated Non-Res Charge / Sq.m (Indexed)*</b>	<b>2019 Calc Non-Residential Charge / Sq.m</b>	<b>Difference in Charge</b>	
Library Services	\$1.24	\$0.00	(\$1.24)	N/A
Outdoor Recreation	\$8.33	\$0.00	(\$8.33)	N/A
Indoor Recreation	\$1.62	\$0.00	(\$1.62)	N/A
Parking	\$1.00	\$2.98	\$1.98	198%
General Government	\$0.75	\$0.90	\$0.15	20%
Airport	\$0.50	\$0.00	(\$0.50)	(100%)
<b>Town-Wide Discounted Services</b>	<b>\$13.44</b>	<b>\$3.88</b>	<b>(\$9.56)</b>	<b>(71%)</b>
Transit	\$0.75	\$2.00	\$1.25	167%
Fire Protection	\$4.48	\$5.50	\$1.02	23%
Police	\$1.00	\$1.84	\$0.84	84%
Roads And Related	\$51.12	\$46.95	(\$4.17)	(8%)
Wastewater Services	\$49.88	\$45.66	(\$4.22)	(8%)
Water Services	\$24.38	\$36.41	\$12.03	49%
<b>Town-Wide Non-Discounted Services</b>	<b>\$131.61</b>	<b>\$138.36</b>	<b>\$6.75</b>	<b>5%</b>
<b>TOTAL NON-RESIDENTIAL CHARGE</b>	<b>\$145.05</b>	<b>\$142.24</b>	<b>(\$2.81)</b>	<b>(2%)</b>

\*Fully calculated non-res rates as shown in the 2014 DC Study (\$11.66/sq.ft. or \$125.5/sq.m) indexed to 2019

## VII Cost of Growth Analysis

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### A. Long-Term Capital and Operating Impact Analysis

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

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

Table 11 summarizes the estimated increase in net operating costs that the Town will experience for additions associated with the planned capital program. The estimated changes in net operating costs are based on the financial information from the Town. Additional details are included in Appendix E.

As shown in Table 11, by 2028 the Town's net operating costs for services based on a ten-year planning horizon are estimated to increase by approximately \$2.75 million. The most significant portion of this increase relates to Outdoor Recreation amenities. For services with a longer-term benefitting period, the total estimated operating impacts are anticipated to reach \$6.85 by 2031.

#### 2. Long-Term Capital Financing From Non-Development Charges Sources Totals \$9.34 million

Table 12 summarizes the components of the development-related capital forecast that will require funding from non-development charges sources. For general services, \$22.47 million will need to be financed from non-DC sources over the 2019-2028 planning period. \$13.30 million is related to replacement of existing Town facilities and \$9.18 million is identified as the mandatory ten per cent discount for certain Town-wide General Services. In addition, \$41.63 million in interim DC financing related to post-period shares of projects may be required. For Protection and Engineered services, \$35.63 million will need to be financed from non-DC sources over the 2019-2031 planning period, which is entirely related to the replacement of existing infrastructure that will benefit the existing community. In addition, \$78.80 million in interim DC financing may be necessary for post-period shares of Engineered and Protection Services projects.

TABLE 11

**TOWN OF COLLINGWOOD**  
**ESTIMATED NET OPERATING COST OF THE PROPOSED**  
**DEVELOPMENT-RELATED CAPITAL PROGRAM**  
(in constant 2019 dollars)

	Net Cost (in 2019\$)		2028
<b>Library Services</b>			<b>\$900.0</b>
New Library	\$90.00	per square foot	\$900.0
<b>Parking and By-law</b>			<b>\$124.5</b>
New Structures	\$414.98	per new parking spot	\$124.5
<b>Outdoor Recreation</b>	\$0.02	per \$1.00 of new capital	<b>\$1,181.9</b>
<b>Indoor Recreation</b>			<b>\$200.0</b>
New Facilities	\$10.00	per square foot	\$200.0
<b>Transit</b>			<b>\$347.5</b>
	\$0.25	per \$1.00 of new capital	\$347.5
<b>Administration</b>			<b>\$0.0</b>
No additional operating costs			\$0.0
<b>TOTAL ESTIMATED OPERATING COSTS</b>			<b>\$2,753.9</b>

	Net Cost (in 2019\$)		2031
<b>Fire Services</b>			<b>\$3,708.8</b>
New Fire Station	\$170.00	per square foot	\$2,550.0
Vehicles and Equipment	\$0.15	per \$1.00 of new capital	\$1,158.8
<b>Police Services</b>			<b>\$850.0</b>
	\$170.00	per square foot	\$850.0
<b>Roads and Related</b>			<b>\$2,295.0</b>
	\$340.00	per household	\$2,295.0
<b>Water Services</b>	\$0.00	Rate supported service	<b>\$0.0</b>
<b>Wastewater Services</b>	\$0.00	Rate supported service	<b>\$0.0</b>
<b>TOTAL ESTIMATED OPERATING COSTS</b>			<b>\$6,853.8</b>

31  
TABLE 12

**TOWN OF COLLINGWOOD  
SUMMARY OF DEVELOPMENT-RELATED CAPITAL PROGRAM  
FOR GENERAL, PROTECTION AND ENGINEERED SERVICES  
(in \$000)**

General Services	Development-Related Capital Program (2019-2028)					
	Net Municipal Cost (\$000)	Replacement & Benefit to Existing (\$000)	Legislated Service Discount (\$000)	Available DC Reserves (\$000)	Post-2028 Benefit (\$000)	Total DC Eligible Costs for Recovery (\$000)
1.0 LIBRARY SERVICES	\$8,955.3	\$1,410.9	\$754.4	\$0.0	\$3,672.2	\$3,117.8
2.0 PARKING AND BY-LAW	\$8,042.1	\$0.0	\$804.2	\$309.3	\$4,741.0	\$2,187.6
3.0 OUTDOOR RECREATION	\$59,097.4	\$11,685.2	\$4,741.2	\$2,270.8	\$21,003.8	\$19,396.4
4.0 INDOOR RECREATION	\$28,122.4	\$122.5	\$2,800.0	\$769.0	\$12,215.5	\$12,215.5
5.0 ADMINISTRATION	\$815.0	\$45.0	\$77.0	\$54.5	\$0.0	\$638.5
6.0 TRANSIT SERVICES	\$1,410.0	\$33.2	\$0.0	\$10.1	\$0.0	\$1,366.7
<b>TOTAL - GENERAL SERVICES (2019-2028)</b>	<b>\$106,442.2</b>	<b>\$13,296.8</b>	<b>\$9,176.8</b>	<b>\$3,413.7</b>	<b>\$41,632.5</b>	<b>\$38,922.5</b>

Engineered and Protection Services	Development-Related Capital Program (2019-2031)					
	Net Municipal Cost (\$000)	Replacement & Benefit to Existing (\$000)	Legislated Service Discount (\$000)	Available DC Reserves (\$000)	Post-2031 Benefit (\$000)	Total DC Eligible Costs for Recovery (\$000)
1.0 ROADS AND RELATED	\$80,534.8	\$17,367.7	\$0.0	\$4,494.5	\$15,639.5	\$43,033.1
2.0 WATER SERVICES	\$64,940.8	\$9,206.5	\$0.0	\$2,536.8	\$20,517.3	\$32,680.2
3.0 WASTEWATER SERVICES	\$101,598.3	\$5,420.1	\$0.0	\$11,154.5	\$40,186.2	\$44,837.5
4.0 FIRE PROTECTION SERVICES	\$11,379.5	\$3,631.6	\$0.0	\$0.0	\$2,453.3	\$5,294.6
5.0 POLICE SERVICE	\$2,030.0	\$0.0	\$0.0	\$54.7	\$0.0	\$1,975.3
<b>TOTAL - ENGINEERED &amp; PROTECTION SERVICES (2019-2031)</b>	<b>\$260,483.3</b>	<b>\$35,625.9</b>	<b>\$0.0</b>	<b>\$18,240.5</b>	<b>\$78,796.3</b>	<b>\$127,820.6</b>

<b>TOTAL GENERAL, PROTECTION AND ENGINEERED SERVICES</b>	<b>\$366,925.6</b>	<b>\$48,922.6</b>	<b>\$9,176.8</b>	<b>\$21,654.2</b>	<b>\$120,428.8</b>	<b>\$166,743.1</b>
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## **B. Asset Management Plan**

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

### **1. Annual Capital Provisions for Tax and Rate Supported Assets**

Table 13 summarizes the annual capital provisions required to replace the development eligible and ineligible costs associated with the capital infrastructure identified in the DC Background Study. The estimate is based on information obtained through the Town's Asset Management Plan as well as discussions with municipal staff regarding useful life assumptions and the capital cost of acquiring and/or emplacing each asset.

Table 13 illustrates that, by 2029, the Town will need to fund an additional \$1.39 million per annum in order to properly fund the full life cycle costs of the new General Services assets supported under the proposed Development Charges By-law. In contrast, for Protection and Engineered Services which have a longer benefiting period to build-out, the calculated annual provision in 2032 for the assets supported under the proposed Development Charges By-law is \$2.53 million.

### **2. Future Revenue Growth**

The calculated annual funding provision should be considered within the context of the Town's projected growth. Over the next ten years (to 2028) the Town is projected to increase by approximately 4,640 households. Over the longer-term planning horizon to 2031, the Town will add approximately 6,750 households. In addition, the Town will also add roughly 1,030 new employees that will result in approximately 67,680 square metres of additional non-residential building space. Over the longer planning period to 2031 the Town will add 1,370 employees that will be accommodated in 89,530 square metres of new non-residential building space.

This growth will have the effect of increasing the overall assessment base and additional user fee and charges revenues to offset the capital asset

provisions required to replace the infrastructure proposed to be funded under the proposed Development Charges By-law.

### **3. Assets Are Deemed to be Financially Sustainable**

It is anticipated that new assets identified through the 2019 DC Background Study process will be incorporated into the Town's ongoing asset management plan analyses. The calculated annual provisions identified are considered to be financially sustainable as it is expected that the increased capital asset management requirements can be absorbed by the tax and user base over the long-term.



TABLE 13

**TOWN OF COLLINGWOOD  
CALCULATED ANNUAL ASSET MANAGEMENT CONTRIBUTION  
GENERAL, PROTECTION AND ENGINEERED SERVICES**

General Services	2019-2028 Capital Program		Calculated Annual AMP Provision by 2029	
	DC-Eligible	Non DC Eligible	DC-Related	Non-DC Related
Library Services	\$ 3,464,000	\$ 5,491,000	\$ 75,000	\$ 82,000
Parking And By-Law	\$ 2,763,000	\$ 5,279,000	\$ 59,000	\$ 117,000
Outdoor Recreation	\$ 24,075,000	\$ 35,351,000	\$ 896,000	\$ 1,261,000
Transit Services	\$ 1,377,000	\$ 73,000	\$ 134,000	\$ 3,000
Indoor Recreation	\$ 14,391,000	\$ 13,732,000	\$ 225,000	\$ 215,000
Administration	\$ 770,000	\$ 45,000	\$ -	\$ -
<b>Total</b>	<b>\$ 46,840,000</b>	<b>\$ 59,971,000</b>	<b>\$ 1,389,000</b>	<b>\$ 1,678,000</b>
Protection and Engineered Services	2019-2031 Capital Program		Calculated Annual AMP Provision by 2032	
	DC-Eligible	Non DC Eligible	DC-Related	Non-DC Related
Fire Protection Services	\$ 5,295,000	\$ 6,085,000	\$ 114,000	\$ 269,000
Police Service	\$ 2,030,000	\$ -	\$ 63,000	\$ -
Roads And Related	\$ 46,335,000	\$ 33,660,000	\$ 1,085,000	\$ 688,000
Wastewater Services	\$ 55,144,000	\$ 45,606,000	\$ 769,000	\$ 691,000
Water Services	\$ 35,217,000	\$ 71,389,000	\$ 500,000	\$ 813,000
<b>Total</b>	<b>\$ 144,021,000</b>	<b>\$ 156,740,000</b>	<b>\$ 2,531,000</b>	<b>\$ 2,461,000</b>

## **VIII Development Charges Administration and Policy Considerations**

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### **A. Development Charges Administration**

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

- It is recommended that the present practices regarding collection of development charges and by-law administration continue to the extent possible;
- As required under the DCA, the Town should codify any rules regarding application of the by-laws and any exemptions within the development charges by-laws proposed for adoption;
- It is recommended that the Town continue to report policies consistent with the requirements of the DCA;
- It is recommended that the by-laws permit the payment of a development charge in cash or through services-in-lieu agreements. The municipality is not obligated to enter into services-in-lieu agreements;
- It is recommended that no exemptions, other than those required in the DCA, be formally adopted in the by-laws; and
- It is recommended that Council adopt the development-related capital forecast included in this background study for Town-wide services, subject to annual review through the Town's normal capital budget process.

### **B. Consideration for Area Rating**

In accordance with the DCA, Council must give consideration to the use of area rating, also known as area-specific development charges, as part of the DC Background Study. As part of the Town's 2019 DC update, the appropriateness of implementing area-specific development charges for the various Town services was examined.

The DCA permits the Town to designate, in its DC By-law, the areas where development charges shall be imposed. The charges may apply to all lands in

the Town or to other designated development areas as specified in the DC By-law.

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

- Is the use of area-specific charges appropriate for some or all services?
- Are there any data limitations with calculating an area-specific development charge?

Area-specific development charges are typically considered when there is clear benefit to a particular area (including the population or population and employment), and have been implemented mostly in stand alone green field developments.

#### **1. Consistent with Historical Practices, Town-wide DCs are Proposed**

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

Town Services Considered	Servicing Needs
General Services	<p>Services such as Library, Outdoor Recreation and Indoor Recreation are open and accessible to all residents in the Town and are driven and planned for based on Town-wide population growth.</p> <p>For Fire, Police, Transit Services, Parking and By-law and Administration, these services are provided to all residents and employees in the Town and are driven and planned for based on Town-wide population or population and employment growth.</p>
Engineered Services	<p>Roads and Related are provided through a Town-wide network and is planned based on Town-wide population and employment growth.</p> <p>Water Services and Wastewater are used to provide services to Town-wide population and employee growth.</p>

## Appendix A

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### Development Forecast

## **Appendix A**

### **Development Forecast**

This appendix provides the details of the development forecast used to prepare the 2019 Development Charges Background Study for the Town of Collingwood. The forecast method and key assumptions are discussed. The results of the forecasts are presented in the following twelve tables:

- A.1 Historical Population Summary
- A.2 Historical Household Summary
- A.3 Historical Employment Summary
- A.4 Historical Annual Residential Building Permits
- A.5 Historical Annual Residential Completions (CMHC)
- A.6 Historical Households by Period of Construction Showing Household Size
- A.7 Population & Household Forecast Summary
- A.8 Employment Forecast Summary
- A.9 Forecast of Household Growth in Dwellings Occupied By Usual Residents by Unit Type
- A.10 Forecast of Household Growth in Dwellings Not Occupied by Usual Residents by Unit Type
- A.11 Forecast Population Growth in New Households by Unit Type
- A.12 Non-Residential Space Forecast

The forecasts were prepared by Hemson in consultation with Town planning staff. The forecast is informed by a range of statistical data including Statistics Canada Census and National Household Survey data, and Canada Mortgage Housing Corporation (CMHC) housing market information. In addition, the forecast is based on the 2031 permanent population and employment targets in the Collingwood Official Plan, as well as the Town of Collingwood dwellings forecast for the 2016 Simcoe County Development Charges Background Study.

#### **A. Forecast Approach and Key Assumptions**

The *Development Charges Act* (DCA) requires the Town to estimate “the anticipated amount, type and location of development” for which development

charges may be imposed. The development forecast must cover both residential and non-residential development and be specific enough with regards to quantum, type, location and timing of development to allow the Town to prepare a reasonable development-related capital program.

The forecast is based on Census years and is translated into the time periods required for DC purposes, generally pro-rating the census periods to the DC time period. A ten-year development forecast, from mid-year 2019 to mid-year 2028, has been used for all the development charges eligible soft services in the Town. The planning period from mid-year 2019 to mid-year 2031 has been utilized for protective services (e.g. Fire Protection and Police Services), as well as the engineered services of Roads & Related, Water, and Wastewater.

## B. Forecast Method and Results

This section describes the method used to establish the development forecast for the periods of 2019 to 2028 and 2019 to 2041.

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

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

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

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<sup>1</sup> Commonly referred to as “net population growth” in the context of development charges.

## 1. Residential Development Forecast

The residential development forecast is based upon the targets contained in the Town's Official Plan. The 2031 target of permanent population (not including seasonal population) in the Town of Collingwood is 33,400. Once adjusted for the Census undercount of 3 per cent, the target permanent population used in the forecast is 32,400. The undercount represents those who were missed or double-counted by the Census. It should be noted that in development charges studies, Census population exclusive of undercount is used to determine historical service levels and maximum allowable funding envelopes.

Because the Town attracts many seasonal residents who live in Collingwood part-time, the population and household forecast includes seasonal population and household figures. The forecast for seasonal households is based on the number of non-permanent households forecast for Collingwood in Simcoe County's 2016 Development Charges Background Study. Seasonal population figures are forecast by multiplying the forecast seasonal units by the seasonal population per unit (PPU) estimate of 3.00 – this assumption is based on a weighted average of the occupancy of all seasonal residential unit types (e.g. single and semi-detached, rows and other multiples and apartments).

Development charges are levied and collected by the Town based on the number of building permits issued for new residential dwelling units. The housing forecast assumes housing growth for households occupied by usual residents in the Town will average roughly 330 units per year for the ten-year planning period. It is anticipated that housing growth for the permanent population will ramp up towards the back end of the planning period, to an average of approximately 365 units per year over the longer-term planning period to 2031. The forecast for seasonal dwelling units that are not occupied by usual residents assumes an average of approximately 135 new units per year for the ten-year planning period. For the longer forecast period to 2031, an average of 155 units per year is assumed.

In addition to the Census population forecast, a forecast of "population in new units" that will result from the addition of new permanent and seasonal housing units has been made. Population growth in new units is estimated by applying the following PPUs to the combination of the permanent and seasonal household forecast: 2.93 for single and semi-detached units; 2.21 for rows and other multiples; and 1.60 for apartments. The forecasted persons in newly constructed units are generally based upon the historical time series of population growth in housing in the last ten-year census period (2006-2016) as released in the 2016 Census and are weighted based on the anticipated mix of seasonal and permanent units and the higher PPUs associated with seasonal units. In total, approximately 11,930 is the

forecasted population in new dwelling units over the ten-year planning period and 17,320 is forecasted to 2031.

## 2. Non-Residential Development Forecast

The non-residential forecast is based upon the 2031 target contained in the Town's Official Plan, which forecasts 13,500 total employees by 2031. After removing a portion of work at home employment, the target employment by place of work for 2031 is 12,538.

Non-residential development charges are calculated on a per square metre of gross floor area (GFA) basis. Therefore, as per the DCA, a forecast of non-residential building space has been developed. As with the residential forecast, a ten year development forecast, from mid-year 2019 to mid-year 2028, has been used for all the eligible development charge soft services in the Town. The planning period from mid-year 2019 to mid-year 2031 has been utilized for the engineered services and protection services.

An average employment density of 60 square metres per employee have been used to convert the employment forecast into building space estimates. This assumption is consistent with the 2016 Simcoe County Background Study. The GFA forecasts are provided in Table A.12. The total GFA growth is forecast at 67,860 square metres over the ten-year period with an accompanying employment growth of 1,130. Over the longer planning period to 2031, it is forecasted that 1,490 new employees will be accommodated in 89,530 square metres of new non-residential GFA.



## APPENDIX A - TABLE 1

TOWN OF COLLINGWOOD  
HISTORICAL POPULATION SUMMARY

Mid-Year	Census Population	Growth	Seasonal Population	Growth	Adjusted Population	Growth
<b>2006</b>	<b>17,290</b>		<b>5,994</b>		<b>23,284</b>	
2007	17,664	374	6,195	201	23,859	575
2008	18,046	382	6,402	207	24,448	589
2009	18,436	390	6,618	216	25,054	606
2010	18,834	398	6,840	222	25,674	620
<b>2011</b>	<b>19,241</b>	<b>407</b>	<b>7,068</b>	<b>228</b>	<b>26,309</b>	<b>635</b>
2012	19,726	485	6,882	-186	26,608	299
2013	20,224	498	6,699	-183	26,923	315
2014	20,734	510	6,522	-177	27,256	333
2015	21,257	523	6,351	-171	27,608	352
<b>2016</b>	<b>21,793</b>	536	<b>6,183</b>	<b>-168</b>	<b>27,976</b>	<b>368</b>
2017	22,601	808	6,415	232	29,016	1,040
2018	23,007	406	6,533	118	29,540	524
Growth 2009-2018		4,961		131		5,092

Source: Statistics Canada, Census of Canada, Hemson Consulting 2018

Seasonal Population estimates are based on Census and usual dwellings (as per email from staff)

43  
APPENDIX A - TABLE 2

TOWN OF COLLINGWOOD  
HISTORICAL HOUSEHOLD SUMMARY

Mid-Year	Occupied Households	Growth	PPU	Households Not Occupied by Usual Residents	Growth	PPU	Total Private Dwellings	Growth	PPU
<b>2006</b>	<b>7,318</b>		<b>2.36</b>	<b>1,998</b>		<b>3.00</b>	<b>9,316</b>		<b>2.50</b>
2007	7,512	194	2.35	2,065	67	3.00	9,577	261	2.49
2008	7,711	199	2.34	2,134	69	3.00	9,845	268	2.48
2009	7,915	204	2.33	2,206	72	3.00	10,121	276	2.48
2010	8,124	209	2.32	2,280	74	3.00	10,404	283	2.47
<b>2011</b>	<b>8,339</b>	<b>215</b>	<b>2.31</b>	<b>2,356</b>	<b>76</b>	<b>3.00</b>	<b>10,695</b>	<b>291</b>	<b>2.46</b>
2012	8,569	230	2.30	2,294	-62	3.00	10,863	168	2.45
2013	8,806	237	2.30	2,233	-61	3.00	11,039	176	2.44
2014	9,049	243	2.29	2,174	-59	3.00	11,223	184	2.43
2015	9,299	250	2.29	2,117	-57	3.00	11,416	193	2.42
<b>2016</b>	<b>9,556</b>	<b>257</b>	<b>2.28</b>	<b>2,061</b>	<b>-56</b>	<b>3.00</b>	<b>11,617</b>	<b>201</b>	<b>2.41</b>
2017	9,915	359	2.28	2,138	77	3.00	12,053	436	2.41
2018	10,097	183	2.28	2,178	39	3.00	12,275	222	2.41
Growth 2009-2018		2,386			44			2,430	

Source: Statistics Canada, Census of Canada

## APPENDIX A - TABLE 3

TOWN OF COLLINGWOOD  
HISTORICAL EMPLOYMENT SUMMARY

Mid-Year	Place of Work Employment	Annual Growth	Activity Rate (2)	Work at Home	Annual Growth	Total w/ Work At Home	Annual Growth
<b>2006</b>	<b>10,054</b>		<b>58.1%</b>	<b>625</b>		<b>10,679</b>	
2007	10,089	35	57.1%	654	29	10,743	64
2008	10,125	36	56.1%	685	31	10,810	67
2009	10,161	36	55.1%	717	32	10,878	68
2010	10,197	36	54.1%	750	33	10,947	69
<b>2011</b>	<b>10,233</b>	<b>36</b>	<b>53.2%</b>	<b>785</b>	<b>35</b>	<b>11,018</b>	<b>71</b>
2012	10,351	118	52.5%	841	56	11,192	174
2013	10,469	118	51.8%	901	60	11,370	178
2014	10,589	120	51.1%	966	65	11,555	185
2015	10,710	121	50.4%	1,035	69	11,745	190
<b>2016</b>	<b>10,832</b>	<b>122</b>	<b>49.7%</b>	<b>1,110</b>	<b>75</b>	<b>11,942</b>	<b>197</b>
2017	10,939	107	48.4%	1,099	-11	12,038	96
2018	11,046	107	48.0%	1,089	-10	12,135	97
Growth 2009-2018		<b>921</b>		<b>9,293</b>		<b>114,821</b>	

Source: Statistics Canada, Census of Canada

45  
APPENDIX A - TABLE 4

TOWN OF COLLINGWOOD  
HISTORICAL ANNUAL RESIDENTIAL BUILDING PERMITS

Year	Annual Building Permits				Building Permits - Shares By Unit Type			
	Singles/Semis	Rows	Apartments	Total	Singles/Semis	Rows	Apartments	Total
2006	116	65	121	302	38%	22%	40%	100%
2007	173	32	0	205	84%	16%	0%	100%
2008	158	148	30	336	47%	44%	9%	100%
2009	125	69	92	286	44%	24%	32%	100%
2010	154	14	4	172	90%	8%	2%	100%
2011	190	27	171	388	49%	7%	44%	100%
2012	133	21	45	199	67%	11%	23%	100%
2013	125	25	12	162	77%	15%	7%	100%
2014	106	18	191	315	34%	6%	61%	100%
2015	97	28	16	141	69%	20%	11%	100%
2016	147	189	66	402	37%	47%	16%	100%
2017	115	134	166	415	28%	32%	40%	100%
2018	90	74	65	229	39%	32%	28%	100%
<b>Growth 2009 - 2018</b>	<b>1,282</b>	<b>599</b>	<b>828</b>	<b>2,709</b>	<b>47%</b>	<b>22%</b>	<b>31%</b>	<b>100%</b>
<i>Last 10 Years</i>	<i>128</i>	<i>60</i>	<i>83</i>	<i>271</i>				
<i>Last 5 Years</i>	<i>111</i>	<i>89</i>	<i>101</i>	<i>300</i>				

Source: Town of Collingwood, 2019

46  
APPENDIX A - TABLE 5

**TOWN OF COLLINGWOOD  
HISTORICAL ANNUAL RESIDENTIAL COMPLETIONS (CMHC)**

Year	Annual Housing Completions				Housing Completions - Shares By Unit Type			
	Singles/Semis	Rows	Apartments	Total	Singles/Semis	Rows	Apartments	Total
2006	153	85	0	238	64%	36%	0%	100%
2007	115	12	0	127	91%	9%	0%	100%
2008	181	81	51	313	58%	26%	16%	100%
2009	127	113	18	258	49%	44%	7%	100%
2010	136	96	0	232	59%	41%	0%	100%
2011	171	16	38	225	76%	7%	17%	100%
2012	152	13	171	336	45%	4%	51%	100%
2013	122	33	37	192	64%	17%	19%	100%
2014	83	18	0	101	82%	18%	0%	100%
2015	100	23	0	123	81%	19%	0%	100%
2016	104	18	30	152	68%	12%	20%	100%
2017	129	113	194	436	30%	26%	44%	100%
2018	114	108	0	222	51%	49%	0%	100%
<b>Growth 2009 - 2018</b>	<b>1,238</b>	<b>551</b>	<b>488</b>	<b>2,277</b>	<b>54%</b>	<b>24%</b>	<b>21%</b>	<b>100%</b>

Source: Canadian Mortgage and Housing Corporation (CMHC), 2019

TOWN OF COLLINGWOOD  
HISTORICAL HOUSEHOLDS BY PERIOD OF CONSTRUCTION SHOWING HOUSEHOLD SIZE

Dwelling Unit Type	Period of Construction										Period of Construction Summaries		
	Pre 1945	1946-1960	1961-1970	1971-1980	1981-1990	1991-1995	1996-2000	2001-2005	2006-2010	2011-2016	Pre 2006	2006-2016	Total
<b>Singles and Semis</b>													
Household Population	2,245	1,450	1,455	2,435	1,420	550	790	1,155	1,975	1,850	11,500	3,825	15,325
Households	1,000	630	630	940	525	220	360	470	770	680	4,775	1,450	6,225
Household Size	2.25	2.30	2.31	2.59	2.70	2.50	2.19	2.46	2.56	2.72	2.41	2.64	2.46
<b>Rows</b>													
Household Population	0	50	85	550	450	150	90	85	390	160	1,460	550	2,010
Households	10	15	40	250	245	75	50	65	215	85	750	300	1,050
Household Size	n/a	3.33	2.13	2.20	1.84	2.00	1.80	1.31	1.81	1.88	1.95	1.83	1.91
<b>Apartments (excl. Duplexes) All Bedrooms</b>													
Household Population	350	170	215	595	710	210	250	250	275	185	2,750	460	3,210
Households	250	130	165	395	430	135	145	160	180	115	1,810	295	2,105
Household Size	1.40	1.31	1.30	1.51	1.65	1.56	1.72	1.56	1.53	1.61	1.52	1.56	1.52
<b>Apartments (excl. Duplexes) 0-1 Bedrooms</b>													
Household Population	160	80	90	190	100	25	0	15	0	35	660	35	695
Households	140	75	95	155	80	30	10	15	20	25	600	45	645
Household Size	1.14	1.07	0.95	1.23	1.25	0.83	n/a	1.00	n/a	1.40	1.10	0.78	1.08
<b>Apartments (excl. Duplexes) 2+ Bedrooms</b>													
Household Population	190	90	125	405	610	185	250	235	275	150	2,090	425	2,515
Households	110	55	70	240	350	105	135	145	160	90	1,210	250	1,460
Household Size	1.73	1.64	1.79	1.69	1.74	1.76	1.85	1.62	1.72	1.67	1.73	1.70	1.72
<b>Duplexes</b>													
Household Population	190	55	0	90	65	0	0	0	0	0	400	0	400
Households	70	20	0	40	35	10	0	0	0	0	175	0	175
Household Size	2.71	2.75	n/a	2.25	1.86	n/a	n/a	n/a	n/a	n/a	2.29	n/a	2.29
<b>All Units</b>													
Household Population	2,625	1,645	1,665	3,480	2,545	885	1,130	1,475	2,640	2,160	15,450	4,800	20,250
Households	1,190	720	740	1,470	1,155	410	545	680	1,145	855	6,910	2,000	8,910
Household Size	2.21	2.28	2.25	2.37	2.20	2.16	2.07	2.17	2.31	2.53	2.24	2.40	2.27

Source: Statistics Canada, 2016 National Household Survey Special Run.

TOWN OF COLLINGWOOD  
POPULATION & HOUSEHOLD FORECAST SUMMARY

Mid-Year	Census Population	Growth	Seasonal Population	Growth	Adjusted Population	Growth	Total Occupied Dwellings	Growth	Household Size	Dwellings Not Occupied by Usual Residents	Growth	Av. Household Size (PPU)	Total Private Dwellings	Growth	Av. Household Size (PPU)
<b>2016</b>	<b>21,793</b>		<b>6,183</b>		<b>27,976</b>		<b>9,556</b>		<b>2.28</b>	<b>2,061</b>		<b>3.00</b>	<b>11,617</b>		<b>2.41</b>
2017	22,601	808	6,415	232	29,016	1,040	9,915	359	2.28	2,138	77	3.00	12,053	436	2.41
2018	23,007	406	6,533	118	29,540	524	10,097	183	2.28	2,178	39	3.00	12,275	222	2.41
2019	23,391	384	6,833	300	30,224	684	10,297	200	2.27	2,278	100	3.00	12,575	300	2.40
2020	23,772	381	7,133	300	30,905	681	10,497	200	2.26	2,378	100	3.00	12,875	300	2.40
<b>2021</b>	<b>24,263</b>	<b>491</b>	<b>7,433</b>	<b>300</b>	<b>31,696</b>	<b>791</b>	<b>10,747</b>	<b>250</b>	<b>2.26</b>	<b>2,478</b>	<b>100</b>	<b>3.00</b>	<b>13,225</b>	<b>350</b>	<b>2.40</b>
2022	24,750	487	7,733	300	32,483	787	10,997	250	2.25	2,578	100	3.00	13,575	350	2.39
2023	25,234	484	8,033	300	33,267	784	11,247	250	2.24	2,678	100	3.00	13,925	350	2.39
2024	26,045	811	8,493	460	34,538	1,271	11,645	398	2.24	2,831	153	3.00	14,476	551	2.39
2025	26,882	837	8,979	486	35,861	1,323	12,057	412	2.23	2,993	162	3.00	15,050	574	2.38
<b>2026</b>	<b>27,744</b>	<b>862</b>	<b>9,492</b>	<b>513</b>	<b>37,236</b>	<b>1,375</b>	<b>12,483</b>	<b>426</b>	<b>2.22</b>	<b>3,164</b>	<b>171</b>	<b>3.00</b>	<b>15,647</b>	<b>597</b>	<b>2.38</b>
2027	28,634	890	10,035	543	38,669	1,433	12,924	441	2.22	3,345	181	3.00	16,269	622	2.38
2028	29,553	919	10,608	573	40,161	1,492	13,381	457	2.21	3,536	191	3.00	16,917	648	2.37
2029	30,500	948	11,214	606	41,714	1,554	13,854	473	2.20	3,738	202	3.00	17,592	675	2.37
2030	31,479	978	11,853	639	43,332	1,617	14,344	490	2.19	3,951	213	3.00	18,295	703	2.37
<b>2031</b>	<b>32,400</b>	<b>921</b>	<b>12,525</b>	<b>672</b>	<b>44,925</b>	<b>1,593</b>	<b>14,850</b>	<b>506</b>	<b>2.18</b>	<b>4,175</b>	<b>224</b>	<b>3.00</b>	<b>19,025</b>	<b>730</b>	<b>2.36</b>
2019-2028		6,546		4,075		10,620		3,284			1,358			4,642	
2019-2031		9,393		5,992		15,385		4,753			1,997			6,750	

Source: Hemson Consulting 2019, Town of Collingwood Official Plan

## APPENDIX A - TABLE 8

TOWN OF COLLINGWOOD  
EMPLOYMENT FORECAST SUMMARY

Mid-Year	Employment by POW	Growth	Activity Rate	Work at Home	Annual Growth	Total w/ Work At Home	Annual Growth
<b>2011</b>	<b>10,233</b>						
2017	10,939	107	48.4%	1,099	-11	12,038	96
2018	11,046	107	48.0%	1,089	-10	12,135	97
2019	11,154	108	47.7%	1,079	-10	12,233	98
2020	11,263	109	47.4%	1,069	-10	12,332	99
<b>2021</b>	<b>11,373</b>	<b>110</b>	<b>46.9%</b>	<b>1,059</b>	<b>-10</b>	<b>12,432</b>	<b>100</b>
2022	11,484	111	46.4%	1,049	-10	12,533	101
2023	11,597	113	46.0%	1,039	-10	12,636	103
2024	11,711	114	45.0%	1,029	-10	12,740	104
2025	11,826	115	44.0%	1,019	-10	12,845	105
<b>2026</b>	<b>11,942</b>	<b>116</b>	<b>43.0%</b>	<b>1,009</b>	<b>-10</b>	<b>12,951</b>	<b>106</b>
2027	12,059	117	42.1%	999	-10	13,058	107
2028	12,177	118	41.2%	990	-9	13,167	109
2029	12,296	119	40.3%	981	-9	13,277	110
2030	12,416	120	39.4%	972	-9	13,388	111
<b>2031</b>	<b>12,538</b>	<b>122</b>	<b>38.7%</b>	<b>962</b>	<b>-10</b>	<b>13,500</b>	<b>112</b>
2019-2028		1,131		10,341		126,927	
2019-2031		1,492		13,256		167,092	

Source: Hemson Consulting, Collingwood Official Plan



50  
APPENDIX A - TABLE 9

TOWN OF COLLINGWOOD  
FORECAST OF HOUSEHOLD GROWTH IN DWELLINGS OCCUPIED BY USUAL RESIDENTS BY UNIT TYPE

Mid-Year	Annual Growth in Total Occupied Households				Shares By Unit Type			
	Singles & Semis	Rows & Other Multiples	Apartments	Total New Households	Singles & Semis	Rows & Other Multiples	Apartments	Total
2019	128	21	51	200	64%	11%	25%	100%
2020	127	22	51	200	64%	11%	25%	100%
<b>2021</b>	<b>158</b>	<b>28</b>	<b>64</b>	<b>250</b>	<b>63%</b>	<b>11%</b>	<b>26%</b>	<b>100%</b>
2022	156	29	65	250	63%	11%	26%	100%
2023	155	29	65	250	62%	12%	26%	100%
2024	246	48	104	398	62%	12%	26%	100%
2025	253	50	109	412	61%	12%	26%	100%
<b>2026</b>	<b>260</b>	<b>53</b>	<b>113</b>	<b>426</b>	<b>61%</b>	<b>12%</b>	<b>27%</b>	<b>100%</b>
2027	267	56	118	441	61%	13%	27%	100%
2028	275	59	123	457	60%	13%	27%	100%
2029	284	62	128	473	60%	13%	27%	100%
2030	292	65	133	490	60%	13%	27%	100%
<b>2031</b>	<b>300</b>	<b>68</b>	<b>138</b>	<b>506</b>	<b>59%</b>	<b>13%</b>	<b>27%</b>	<b>100%</b>
2019-2028	2,027	394	863	3,284	59%	14%	27%	100%
2019-2031	2,902	589	1,261	4,753	61%	12%	27%	100%

Source: Hemson Consulting Ltd. 2019

51  
APPENDIX A - TABLE 10

TOWN OF COLLINGWOOD  
FORECAST OF HOUSEHOLD GROWTH IN DWELLINGS NOT OCCUPIED BY USUAL RESIDENTS BY UNIT TYPE

Mid-Year	Annual Growth in Dwellings Not Occupied by Usual Residents				Shares By Unit Type			
	Singles & Semis	Rows & Other Multiples	Apartments	Total New Households	Singles & Semis	Rows & Other Multiples	Apartments	Total
2017	23	20	34	77	30%	26%	44%	100%
2018	20	19	0	39	51%	49%	0%	100%
2019	80	15	5	100	80%	15%	5%	100%
2020	80	15	5	100	80%	15%	5%	100%
<b>2021</b>	<b>80</b>	<b>15</b>	<b>5</b>	<b>100</b>	<b>80%</b>	<b>15%</b>	<b>5%</b>	<b>100%</b>
2022	80	15	5	100	80%	15%	5%	100%
2023	80	15	5	100	80%	15%	5%	100%
2024	123	23	8	153	80%	15%	5%	100%
2025	130	24	8	162	80%	15%	5%	100%
<b>2026</b>	<b>137</b>	<b>26</b>	<b>9</b>	<b>171</b>	<b>80%</b>	<b>15%</b>	<b>5%</b>	<b>100%</b>
2027	145	27	9	181	80%	15%	5%	100%
2028	153	29	10	191	80%	15%	5%	100%
2029	162	30	10	202	80%	15%	5%	100%
2030	170	32	11	213	80%	15%	5%	100%
<b>2031</b>	<b>179</b>	<b>34</b>	<b>11</b>	<b>224</b>	<b>80%</b>	<b>15%</b>	<b>5%</b>	<b>100%</b>
2019-2028	1,087	204	68	1,358	80%	15%	5%	100%
2019-2031	1,598	300	100	1,997	80%	15%	5%	100%

Source: Hemson Consulting Ltd. 2019

## APPENDIX A - TABLE 11

**TOWN OF COLLINGWOOD**  
**FORECAST POPULATION GROWTH IN NEW HOUSEHOLDS BY UNIT TYPE\***

Mid-Year	Singles & Semis	Rows & Other Multiples	Apartments	Total Pop. in New Households
2017	378	250	310	938
2018	334	239	0	573
2019	610	80	89	779
2020	607	81	89	777
<b>2021</b>	<b>697</b>	<b>95</b>	<b>111</b>	<b>903</b>
2022	693	97	111	901
2023	690	98	112	900
2024	1,080	156	179	1,415
2025	1,121	165	186	1,472
<b>2026</b>	<b>1,162</b>	<b>174</b>	<b>194</b>	<b>1,530</b>
2027	1,207	183	202	1,592
2028	1,255	193	211	1,659
2029	1,304	204	220	1,728
2030	1,355	214	229	1,798
<b>2031</b>	<b>1,404</b>	<b>225</b>	<b>238</b>	<b>1,867</b>
2019-2028	9,122	1,322	1,484	11,928
2019-2031	13,185	1,965	2,171	17,321

\*Based on PPUs

2.93

2.21

1.60

Source: Hemson Consulting Ltd., 2019

## APPENDIX A - TABLE 12

TOWN OF COLLINGWOOD  
NON-RESIDENTIAL SPACE FORECAST

Average Square metre Per Employee

60.0 m<sup>2</sup> per employee

Mid-Year	Place of Work Employment	Annual Growth	Growth in Space (m <sup>2</sup> )
<b>2016</b>	<b>10,832</b>		
2017	10,939	107	6,393
2018	11,046	107	6,420
2019	11,154	108	6,480
2020	11,263	109	6,540
<b>2021</b>	<b>11,373</b>	<b>110</b>	<b>6,600</b>
2022	11,484	111	6,660
2023	11,597	113	6,780
2024	11,711	114	6,840
2025	11,826	115	6,900
<b>2026</b>	<b>11,942</b>	<b>116</b>	<b>6,960</b>
2027	12,059	117	7,020
2028	12,177	118	7,080
2029	12,296	119	7,140
2030	12,416	120	7,200
<b>2031</b>	<b>12,538</b>	<b>122</b>	<b>7,332</b>
2019-2028		1,131	67,860
2019-2031		1,492	89,532

Source: Hemson Consulting, 2019

## Appendix B

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### Town-Wide General Services Technical Appendix

## **Appendix B**

### **Town-Wide General Services Technical Appendix**

#### **Introduction and Overview**

The following appendix provides the detailed analysis undertaken to establish the development charge rates for each of the services in the Town of Collingwood. Eight services have been analysed as part of the Development Charges Study:

Appendix B.1	Library Services
Appendix B.2	Fire Protection Services
Appendix B.3	Police Services
Appendix B.4	Parking and By-Law
Appendix B.5	Outdoor Recreation
Appendix B.6	Indoor Recreation
Appendix B.7	Administration
Appendix B.8	Transit Services

Every service, with the exception of Administration, contains a set of three tables. The tables provide the background data and analysis undertaken to arrive at the calculated development charge rates for that particular service. An overview of the content and purpose of each of the tables is given below.

#### **Table 1 Historical Service Levels**

Table 1 presents the data used to determine the ten-year historical service level. The DCA and O. Reg. 82/98 require that development charges be set at a level no higher than the average service level provided in the Town over the ten-year period immediately preceding the preparation of the background study, on a service-by-service basis. For the purpose of this study, the historical inventory period has been defined as 2009 to 2018.

O. Reg. 82/98 requires that, when defining and determining historical service levels, both the quantity and quality of service be taken into consideration. In most cases, the service levels are initially established in quantitative terms. For example, service levels for buildings are presented in terms of square

feet. The qualitative aspect is introduced by considering the monetary value of the facility or service. In the case of buildings, for example, the cost would be shown in terms of cost per square foot to replace or construct a facility of the same quality. This approach helps to ensure that the development-related capital facilities that are to be funded by new growth reflect not only the quantity (number and size) but also the quality (replacement value or cost) of service provided by the Town in the past. Both the quantitative and qualitative aspects of service levels used in the current analysis are based on information provided by municipal staff. This information is generally based on historical records and experience with costs to acquire or construct similar facilities, equipment and infrastructure.

Table 1 also shows the calculation of the “maximum allowable” funding envelope, net of uncommitted excess capacity and the legislated ten per cent reduction (for all applicable services). The maximum allowable is defined as the ten-year historical service level (expressed as \$/capita or \$/population & employment) multiplied by the forecast increase in net population, or net population and employment growth, over the planning period. The resulting figure is the value of capital infrastructure that must be constructed for that particular service so that the ten-year historical service level is maintained.

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

## **Table 2   2019 – 2028 Development-Related Capital Program & the Calculation of the Unadjusted Development Charge**

The DCA requires that Council express its intent to provide future capital facilities to support future growth. Based on the development forecasts presented in Appendix A, Hemson Consulting, in collaboration with Town staff has developed a development-related capital program which sets out the projects required to service anticipated development for the ten-year period

from 2019 to 2028. For the protection-related services (Fire Protection and Police) the capital program spans 2019 to 2031.

To determine the share of the program that is eligible for recovery through development charges, the project costs are reduced by any anticipated grants, “replacement” shares and the legislated “ten per cent reduction” for any eligible services.

A replacement share occurs when a new facility will, at least in part, replace a facility that is demolished, redeployed or will otherwise not be available to serve its former function. The replacement share of the capital program is not deemed to be development-related and is therefore removed from the development charge calculation. The capital cost for replacement shares will require funding from non-development charge sources, typically property taxes or user fees.

When calculating development charges, the development-related net capital cost must be reduced by ten per cent for all services except protection services, transit services, engineered services, and services related to a highway (DCA s.5.(1)8.). The ten per cent discount is therefore applied to Library Services, Parking and By-law, Outdoor Recreation, Indoor Recreation, and Administration. As with replacement shares, the ten per cent mandatory reduction must be funded from non-development charge sources.

The capital program less any replacement or benefit to existing shares, and ten per cent discount, yields the development related costs. Although deemed development-related, not all of the net development-related capital program may be recoverable from development charges in the period from 2019 to 2028. For some of the services, a portion of the capital program will service growth that will not occur until after 2028. This portion of the capital program is either deemed “pre-built” service capacity to be considered as committed excess capacity and recovered under future development, or is a service level increase.

The remaining portion of the net capital program represents the development-related cost that may be included in the development charge. In all cases, as required, this amount is equal to or less than the maximum allowable capital amount as calculated at the end of Table 1. The result is the discounted development-related net capital cost that is eligible for recovery against



development over the period from 2019 to 2028 (or 2031 for protection services).

### **Calculation of the Unadjusted Development Charge Rates**

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

The first step when determining the unadjusted development charge rate is to allocate the development-related net capital cost between the residential and non-residential sectors. For Parking and By-law, Transit Services and Administration the development-related costs have been apportioned as 91 per cent residential and 9 per cent non-residential. This apportionment is based on the anticipated shares of population and employment growth over the ten-year forecast period. For Fire Protection and Police Service, development-related costs have also been apportioned as 91 per cent residential and 9 per cent non-residential, based on the anticipated shares of population and employment growth to 2031. The development-related costs associated with the Public Library, Outdoor Recreation and Indoor Recreation have been allocated 100 per cent to the residential sector because the need for these services is generally driven entirely by residential development.

The residential share of the in-period DC eligible costs are then divided by the number of forecast dwellings. This gives the unadjusted residential development charge per capita. The non-residential development-related net capital costs are divided by the forecast increase in non-residential gross floor area (GFA). This yields a charge per square metre of new non-residential GFA.

### **Table 3 Cash Flow Analysis**

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

closing cash balance at the end of the planning period is as close to nil as possible.

In order to determine appropriate development charges rates reflecting borrowing and earnings necessary to support the net development-related funding requirement, assumptions are used for the inflation rate and interest rate. An inflation rate of 2.0 per cent is used for the funding requirements, an interest rate of 3.5 per cent is used for positive opening balances, and a rate of 5.5 per cent is used for negative opening balances.

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

## **Appendix B.1**

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### **Library Services**

## **Appendix B.1**

### **LIBRARY SERVICES**

The Town of Collingwood provides Library Services from one branch located on Ste Marie Street. The library provides a wide range of resources in a variety of formats as well as a number of programs for the residents of the Town. The benefits of Library Services are deemed to be Town-wide for the purposes of calculating the development charge.

#### **Table 1    2009-2018 Historical Service Levels**

Table 1 displays the Library's ten-year historical inventory for buildings, land, materials, and furniture and equipment (excluding computer equipment). The building space amounts to 22,500 square feet, and 8,200 square feet has been deemed excess capacity and has been removed from the inventory; the resulting 14,000 square footage is valued at \$5.72 million. The library building occupies approximately 0.72 acres of land worth \$576,000. The collection materials are valued at \$2.32 million and the furniture and equipment associated with the library branch is valued at \$675,000.

The 2018 full replacement value of the inventory of capital assets amounts to \$9.30 million and the ten-year historical average service level is \$326.19 per capita.

The historical service level multiplied by the ten-year forecast of population growth results in a ten-year maximum allowable funding envelope of \$3.46 million (\$326.19 per capita x 10,620 population growth). Library services must be reduced by ten per cent as required under the DCA. The ten per cent reduction amounts to approximately \$346,420 and is netted off of the maximum allowable funding envelope.

Paragraph 5 of s.s.5(1) of the DCA 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" that is "uncommitted". "Excess capacity" is undefined in the DCA, but is considered to relate to the capacity available to meet some or all of the increase in need for service in order to potentially represent a deduction. The square footage removed from the library branch has been deemed excess capacity.

The discounted maximum allowable funding envelope brought forward to the DC calculation is therefore \$3.12 million.

**Table 2    2019 – 2028 Development-Related Capital Program &  
Calculation of the Unadjusted Development Charge**

The Public Library's total ten-year capital program amounts to \$8.96 million. The capital program provides for the recovery of a negative reserve fund balance and a series of debenture payments to recover debt for the 2010 library replacement and expansion. In addition, new library space is planned for 2026 in order to address the needs for additional service arising from development. As such, the capital program includes the land, building, and materials/equipment associated with this planned facility. Lastly, new materials to be purchased throughout the 2019-2028 period are included in the program at a cost of \$80,000 per year.

No grants, subsidies, or other recoveries are anticipated to fund any shares of the above mentioned projects and as such, the net cost to the municipality remains at \$8.96 million.

The benefit to existing share of 43 per cent has been removed from the development charges calculation for the debenture payments related to the 2010 library replacement and expansion. The 43 per cent was determined based on the share of the new library's square footage that replaced the older library facility. As required by the DCA, a ten per cent reduction has been applied to the new projects, these shares amount to \$754,400.

The remaining \$6.79 million is deemed to be DC eligible. A share of \$3.67 million related mainly to the planned library facility and associated material purchases is deemed a post-period benefit, and will not be recovered under this development charges by-law. It will be considered in future development charge studies for recovery, subject to service level restrictions.

The remaining \$3.12 million is related to growth between 2019 and 2028 and is allocated entirely against future residential development in the Town of Collingwood. This results in an unadjusted development charge of \$261.39 per capita.

### Table 3 Cash Flow and Reserve Fund Analysis

After cash flow, the residential calculated charge increases to \$283.69 per capita. The increase reflects the front-ended nature of the capital program.

The following table summarizes the calculation of the Library Services development charge.

LIBRARY SERVICES SUMMARY						
10-year Hist.	2019 - 2028		Unadjusted		Adjusted	
Service Level	Development-Related Capital Program		Development Charge		Development Charge	
per capita	Total	Net DC Recoverable	\$/capita	\$/sq.m	\$/capita	\$/sq.m
\$326.19	\$8,955,337	\$3,117,812	\$261.39	\$0.00	<b>\$283.69</b>	<b>\$0.00</b>

64  
APPENDIX B.1  
TABLE 1

TOWN OF COLLINGWOOD  
INVENTORY OF CAPITAL ASSETS  
LIBRARY SERVICES

BUILDINGS Branch Name	# of Square Feet										UNIT COST (\$/sq.ft.)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Collingwood Public Library	9,058	-	-	-	-	-	-	-	-	-	\$275
New Library Building	-	22,500	22,500	22,500	22,500	22,500	22,500	22,500	22,500	22,500	\$400
<i>New Library Building (excess capacity)</i>	-	(8,197)	(8,197)	(8,197)	(8,197)	(8,197)	(8,197)	(8,197)	(8,197)	(8,197)	\$400
<b>Total (sq.ft.)</b>	<b>9,058</b>	<b>14,303</b>	<b>14,303</b>	<b>14,303</b>	<b>14,303</b>	<b>14,303</b>	<b>14,303</b>	<b>14,303</b>	<b>14,303</b>	<b>14,303</b>	
<b>Total (\$000)</b>	<b>\$2,489.1</b>	<b>\$5,721.2</b>	<b>\$5,721.2</b>	<b>\$5,721.2</b>	<b>\$5,721.2</b>	<b>\$5,721.2</b>	<b>\$5,721.2</b>	<b>\$5,721.2</b>	<b>\$5,721.2</b>	<b>\$5,721.2</b>	

LAND Branch Name	# of Acres										UNIT COST (\$/acre)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Collingwood Public Library	0.35	-	-	-	-	-	-	-	-	-	\$800,000
New Library Building	-	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	\$800,000
<b>Total (acre)</b>	<b>0.35</b>	<b>0.72</b>	<b>0.72</b>	<b>0.72</b>	<b>0.72</b>	<b>0.72</b>	<b>0.72</b>	<b>0.72</b>	<b>0.72</b>	<b>0.72</b>	
<b>Total (\$000)</b>	<b>\$280.0</b>	<b>\$576.0</b>	<b>\$576.0</b>	<b>\$576.0</b>	<b>\$576.0</b>	<b>\$576.0</b>	<b>\$576.0</b>	<b>\$576.0</b>	<b>\$576.0</b>	<b>\$576.0</b>	

65  
APPENDIX B.1  
TABLE 1

TOWN OF COLLINGWOOD  
INVENTORY OF CAPITAL ASSETS  
LIBRARY SERVICES

MATERIALS Type of Collection	# of Collection Materials										UNIT COST (\$/item)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Books	49,099	43,165	52,068	52,890	52,397	39,507	40,031	40,335	40,007	46,810	\$30
Paperbacks	5,692	5,770	5,617	5,463	5,310	2,329	2,359	2,377	2,358	2,759	\$20
CDs/Audiobooks	4,551	4,695	4,044	3,393	2,742	2,568	2,602	2,622	2,601	3,043	\$80
Reference Materials	4,650	4,781	4,933	5,590	6,095	3,851	3,902	3,932	3,900	4,563	\$100
Videos/DVDs/Games/Blurays	2,237	2,505	2,529	2,277	4,168	4,379	4,437	4,471	4,435	5,189	\$30
Public Access Catalogue Stations	-	13	13	13	13	13	13	12	11	8	\$1,200
<b>Total (#)</b>	<b>66,229</b>	<b>60,929</b>	<b>69,204</b>	<b>69,626</b>	<b>70,725</b>	<b>52,647</b>	<b>53,345</b>	<b>53,750</b>	<b>53,311</b>	<b>62,372</b>	
<b>Total (\$000)</b>	<b>\$2,483.0</b>	<b>\$2,354.8</b>	<b>\$2,582.7</b>	<b>\$2,610.3</b>	<b>\$2,647.6</b>	<b>\$1,969.3</b>	<b>\$1,995.2</b>	<b>\$2,009.1</b>	<b>\$1,991.6</b>	<b>\$2,324.5</b>	

FURNITURE AND EQUIPMENT Branch Name	Total Value of Furniture and Equipment (\$)									
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Collingwood Public Library (\$30 per sf)	\$271,700	-	-	-	-	-	-	-	-	-
New Library Building (\$30 per sf)	-	\$675,000	\$675,000	\$675,000	\$675,000	\$675,000	\$675,000	\$675,000	\$675,000	\$675,000
<b>Total (\$000)</b>	<b>\$271.7</b>	<b>\$675.0</b>	<b>\$675.0</b>	<b>\$675.0</b>	<b>\$675.0</b>	<b>\$675.0</b>	<b>\$675.0</b>	<b>\$675.0</b>	<b>\$675.0</b>	<b>\$675.0</b>



66  
APPENDIX B.1  
TABLE 1

**TOWN OF COLLINGWOOD  
CALCULATION OF SERVICE LEVELS  
LIBRARY SERVICES**

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Historic Population	25,054	25,674	26,309	26,608	26,923	27,256	27,608	27,976	29,016	29,540

**INVENTORY SUMMARY (\$000)**

Buildings	\$2,489.1	\$5,721.2	\$5,721.2	\$5,721.2	\$5,721.2	\$5,721.2	\$5,721.2	\$5,721.2	\$5,721.2	\$5,721.2
Land	\$280.0	\$576.0	\$576.0	\$576.0	\$576.0	\$576.0	\$576.0	\$576.0	\$576.0	\$576.0
Materials	\$2,483.0	\$2,354.8	\$2,582.7	\$2,610.3	\$2,647.6	\$1,969.3	\$1,995.2	\$2,009.1	\$1,991.6	\$2,324.5
Furniture And Equipment	\$271.7	\$675.0	\$675.0	\$675.0	\$675.0	\$675.0	\$675.0	\$675.0	\$675.0	\$675.0
<b>Total (\$000)</b>	<b>\$5,523.8</b>	<b>\$9,327.0</b>	<b>\$9,554.9</b>	<b>\$9,582.5</b>	<b>\$9,619.8</b>	<b>\$8,941.5</b>	<b>\$8,967.4</b>	<b>\$8,981.3</b>	<b>\$8,963.8</b>	<b>\$9,296.7</b>

SERVICE LEVEL (\$/capita)											Average Service Level
Buildings	\$99.35	\$222.84	\$217.46	\$215.02	\$212.50	\$209.91	\$207.23	\$204.50	\$197.17	\$193.67	\$197.97
Land	\$11.18	\$22.44	\$21.89	\$21.65	\$21.39	\$21.13	\$20.86	\$20.59	\$19.85	\$19.50	\$20.05
Materials	\$99.11	\$91.72	\$98.17	\$98.10	\$98.34	\$72.25	\$72.27	\$71.82	\$68.64	\$78.69	\$84.91
Furniture And Equipment	\$10.84	\$26.29	\$25.66	\$25.37	\$25.07	\$24.77	\$24.45	\$24.13	\$23.26	\$22.85	\$23.27
<b>Total (\$/capita)</b>	<b>\$220.48</b>	<b>\$363.29</b>	<b>\$363.18</b>	<b>\$360.14</b>	<b>\$357.31</b>	<b>\$328.06</b>	<b>\$324.81</b>	<b>\$321.04</b>	<b>\$308.93</b>	<b>\$314.71</b>	<b>\$326.19</b>

**TOWN OF COLLINGWOOD  
CALCULATION OF MAXIMUM ALLOWABLE  
LIBRARY SERVICES**

<b>10-Year Funding Envelope Calculation</b>	
10 Year Average Service Level 2009 - 2018	\$326.19
Population Growth 2019 - 2028	10,620
Maximum Allowable Funding Envelope	\$3,464,236
Less: 10% Legislated Reduction	\$346,424
<b>Discounted Maximum Allowable Funding Envelope</b>	<b>\$3,117,812</b>

67  
APPENDIX B.1  
TABLE 2

TOWN OF COLLINGWOOD  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
LIBRARY SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs		
					BTE (%)	Replacement & BTE Shares	10% Reduction		Available DC Reserves	2019-2028	Post 2028
<b>1.0 LIBRARY SERVICES</b>											
<b>1.1 Recovery of Negative Reserve Fund Balance</b>											
1.1.1 Reserve Fund Balance as of December 31, 2018	2019 - 2019	\$ 561	\$ -	\$ 561	0%	\$ -	\$ -	\$ 561	\$ -	\$ 561	\$ -
Subtotal Collections		\$ 561	\$ -	\$ 561		\$ -	\$ -	\$ 561	\$ -	\$ 561	\$ -
<b>1.2 Debenture Payments</b>											
1.2.1 Library Facility - Principal	2019 - 2019	\$ 273,231	\$ -	\$ 273,231	43%	\$ 117,574	\$ 15,566	\$ 140,091	\$ -	\$ 140,091	\$ -
1.2.2 Library Facility - Principal	2020 - 2020	\$ 273,231	\$ -	\$ 273,231	43%	\$ 117,574	\$ 15,566	\$ 140,091	\$ -	\$ 140,091	\$ -
1.2.3 Library Facility - Principal	2021 - 2021	\$ 273,231	\$ -	\$ 273,231	43%	\$ 117,574	\$ 15,566	\$ 140,091	\$ -	\$ 140,091	\$ -
1.2.4 Library Facility - Principal	2022 - 2022	\$ 273,231	\$ -	\$ 273,231	43%	\$ 117,574	\$ 15,566	\$ 140,091	\$ -	\$ 140,091	\$ -
1.2.5 Library Facility - Principal	2023 - 2023	\$ 273,231	\$ -	\$ 273,231	43%	\$ 117,574	\$ 15,566	\$ 140,091	\$ -	\$ 140,091	\$ -
1.2.6 Library Facility - Principal	2024 - 2024	\$ 273,231	\$ -	\$ 273,231	43%	\$ 117,574	\$ 15,566	\$ 140,091	\$ -	\$ 140,091	\$ -
1.2.7 Library Facility - Principal	2025 - 2025	\$ 273,231	\$ -	\$ 273,231	43%	\$ 117,574	\$ 15,566	\$ 140,091	\$ -	\$ 140,091	\$ -
1.2.8 Library Facility - Principal	2026 - 2026	\$ 273,231	\$ -	\$ 273,231	43%	\$ 117,574	\$ 15,566	\$ 140,091	\$ -	\$ 140,091	\$ -
1.2.9 Library Facility - Principal	2027 - 2027	\$ 273,231	\$ -	\$ 273,231	43%	\$ 117,574	\$ 15,566	\$ 140,091	\$ -	\$ 140,091	\$ -
1.2.10 Library Facility - Principal	2028 - 2028	\$ 273,231	\$ -	\$ 273,231	43%	\$ 117,574	\$ 15,566	\$ 140,091	\$ -	\$ 140,091	\$ -
1.2.11 Library Facility - Principal	2029 - 2029	\$ 273,231	\$ -	\$ 273,231	43%	\$ 117,574	\$ 15,566	\$ 140,091	\$ -	\$ -	\$ 140,091
1.2.12 Library Facility - Principal	2030 - 2030	\$ 273,231	\$ -	\$ 273,231	43%	\$ 117,574	\$ 15,566	\$ 140,091	\$ -	\$ -	\$ 140,091
Subtotal Debenture Payments		\$ 3,278,776	\$ -	\$ 3,278,776		\$ 1,410,894	\$ 186,788	\$ 1,681,094	\$ -	\$ 1,400,912	\$ 280,182
<b>1.3 Buildings, Land &amp; Equipment</b>											
1.3.1 Provision for Land for New Library	2025 - 2025	\$ 576,000	\$ -	\$ 576,000	0%	\$ -	\$ 57,600	\$ 518,400	\$ -	\$ 518,400	\$ -
1.3.2 Provision for New Library Space (10,000 sf)	2026 - 2026	\$ 4,000,000	\$ -	\$ 4,000,000	0%	\$ -	\$ 400,000	\$ 3,600,000	\$ -	\$ 477,939	\$ 3,122,061
1.3.3 Provision for New Library Space Furniture and Equipment (10,000 sf)	2026 - 2026	\$ 300,000	\$ -	\$ 300,000	0%	\$ -	\$ 30,000	\$ 270,000	\$ -	\$ -	\$ 270,000
Subtotal Buildings, Land & Equipment		\$ 4,876,000	\$ -	\$ 4,876,000		\$ -	\$ 487,600	\$ 4,388,400	\$ -	\$ 996,339	\$ 3,392,061
<b>1.4 Collection Materials</b>											
1.4.1 Provision for materials	2019 - 2028	\$ 800,000	\$ -	\$ 800,000	0%	\$ -	\$ 80,000	\$ 720,000	\$ -	\$ 720,000	\$ -
Subtotal Collections		\$ 800,000	\$ -	\$ 800,000		\$ -	\$ 80,000	\$ 720,000	\$ -	\$ 720,000	\$ -
<b>TOTAL LIBRARY SERVICES</b>		<b>\$ 8,955,337</b>	<b>\$ -</b>	<b>\$ 8,955,337</b>		<b>\$ 1,410,894</b>	<b>\$ 754,388</b>	<b>\$ 6,790,055</b>	<b>\$ -</b>	<b>\$ 3,117,812</b>	<b>\$ 3,672,243</b>

<b>Residential Development Charge Calculation</b>		
Residential Share of 2019 - 2028 DC Eligible Costs	100%	\$3,117,812
10-Year Growth in Population in New Units		11,928
Unadjusted Development Charge Per Capita		<b>\$261.39</b>
<b>Non-Residential Development Charge Calculation</b>		
Non-Residential Share of 2019 - 2028 DC Eligible Costs	0%	\$0
10-Year Growth in Square Metres		67,860
Unadjusted Development Charge Per Square Metre		<b>\$0.00</b>

2019 - 2028 Net Funding Envelope	\$3,117,812
Reserve Fund Balance	
Balance as at December 31, 2018	(\$561)

68  
APPENDIX B.1  
TABLE 3

TOWN OF COLLINGWOOD  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
LIBRARY SERVICES  
RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)

LIBRARY SERVICES	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	TOTAL
OPENING CASH BALANCE	\$0.0	\$11.2	\$33.0	\$104.1	\$188.5	\$287.1	\$564.6	\$289.3	\$75.0	\$451.0	
2019 - 2028 RESIDENTIAL FUNDING REQUIREMENTS											
- Library Services: Non Inflated	\$0.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$518.4	\$477.9	\$0.0	\$720.0	<b>\$1,716.9</b>
- Library Debenture (Principal)	\$140.1	\$140.1	\$140.1	\$140.1	\$140.1	\$140.1	\$140.1	\$140.1	\$140.1	\$140.1	<b>\$1,400.9</b>
- Library Services: Inflated	\$140.7	\$140.1	\$140.1	\$140.1	\$140.1	\$140.1	\$723.9	\$689.1	\$140.1	\$1,000.6	<b>\$3,394.7</b>
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Units	779	777	903	901	900	1,415	1,472	1,530	1,592	1,659	<b>11,928</b>
REVENUE											
- DC Receipts: Inflated	\$221.0	\$224.8	\$266.5	\$271.3	\$276.4	\$443.2	\$470.3	\$498.6	\$529.2	\$562.5	<b>\$3,763.7</b>
INTEREST											
- Interest on Opening Balance	\$0.0	\$0.4	\$1.2	\$3.6	\$6.6	\$10.0	\$19.8	\$10.1	\$2.6	\$15.8	<b>\$70.1</b>
- Interest on In-year Transactions	\$1.4	\$1.5	\$2.2	\$2.3	\$2.4	\$5.3	(\$7.0)	(\$5.2)	\$6.8	(\$12.0)	<b>(\$2.4)</b>
- Interest on Library Debenture	(\$70.6)	(\$64.8)	(\$58.7)	(\$52.7)	(\$46.7)	(\$40.9)	(\$34.5)	(\$28.6)	(\$22.6)	(\$16.6)	<b>(\$436.7)</b>
TOTAL REVENUE	\$151.8	\$162.0	\$211.2	\$224.5	\$238.7	\$417.7	\$448.5	\$474.9	\$516.0	\$549.6	<b>\$3,394.7</b>
CLOSING CASH BALANCE	\$11.2	\$33.0	\$104.1	\$188.5	\$287.1	\$564.6	\$289.3	\$75.0	\$451.0	\$0.0	

Note: Borrowed funds are not inflated.

<b>2019 Adjusted Charge Per Capita</b>	<b>\$283.69</b>
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<b>Allocation of Capital Program</b>	
Residential Sector	100.0%
Non-Residential Sector	0.0%
<b>Rates for 2019</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

## **Appendix B.2**

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### **Fire Protection Services**

## **Appendix B.2**

### **FIRE PROTECTION SERVICES**

The Town of Collingwood Fire Department is responsible for education, fire prevention, rescue operations, fire suppression, and basic life support services. Consistent with the provisions of the DCA and the Town's historical practices, development charges for Fire Protection Services is calculated on a long-term benefitting period from 2019 to 2031. The benefits of Fire Protection Services are deemed to be Town-wide for the purposes of calculating the development charge.

#### **Table 1 2009-2018 Historical Service Levels**

The Town of Collingwood Fire Department operates from one fire hall, constructed in 2013. The station spans 20,330 square feet, and 6,600 square feet has been deemed excess capacity and removed from the inventory; the remaining 13,730 square feet is valued at \$5.49 million. The land area associated with the building is approximately 2.04 acres and is valued at \$1.63 million. The total cost of all furniture and equipment at the station and in vehicles is approximately \$1.06 million, and the cost to provide equipment and gear to all firefighters and fire protection officers totals \$552,000. There are 14 fire vehicles in service that have a replacement value of \$4.54 million

The current replacement value of all Fire Services capital infrastructure is \$13.28 million, which provides the Town with a ten year historical average service level of \$313.72 per population and employment.

The calculated maximum allowable recoverable through development charges over the 2019 to 2031 planning period is \$5.29 million (\$313.72 per population and employment x 16,877 population and employment growth). Fire Protection services is not subject to the ten per cent discount and as such, the full funding envelope is carried forward to the development charges calculation.

Paragraph 5 of s.s.5(1) of the DCA 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" that is "uncommitted". "Excess capacity" is undefined in the DCA, but is considered to relate to the capacity available to meet some or all of the increase in need for service in order to

potentially represent a deduction. The square footage removed from the fire station has been deemed excess capacity.

**Table 2    2019 – 2031 Development-Related Capital Program &  
Calculation of the Unadjusted Development Charge**

The Fire Protection Services capital program totals \$11.38 million. This includes the recovery of a negative reserve fund balance valued at \$802,450, as well as a series of debt repayments related to the 2013 fire station totaling \$2.64 million. The capital program also includes land and building costs for a new 15,000 square foot fire station in the East End for \$4.60 million. In addition, four new vehicles are included, which total \$3.13 million.

No grants or ten per cent discount are identified for this service's capital program. Approximately \$3.63 million has been identified as providing benefit to existing development; 74 per cent of all debt recovery payments for the 2013 fire hall are deducted, as well as a significant share of three of the new vehicles. The 2013 fire hall is approximately 26 per cent larger than the older station it replaced, as such 74 per cent of the debt has been deemed a replacement share and is not included in the DC calculation. The proposed vehicle acquisitions will replace existing assets but will also increase the Town's capacity to service new development, as such 71 per cent has been deemed a replacement share which is calculated based on shares of population and employment growth to 2031.

The remaining \$7.75 million represents the total DC eligible costs. A \$2.45 million share has been attributed to growth occurring after 2031 and will be recoverable under future by-laws. The remaining \$5.29 million is related to development between 2019 and 2031 and is allocated entirely against future development in the Town of Collingwood.

The ten-year development-related net capital cost is allocated 91 per cent against residential development, and 9 per cent against non-residential development. The allocation between residential and non-residential development is based on shares of 12-year growth in population in new units and employment. The resulting unadjusted development charge is \$278.65 per capita and \$5.23 per square metre.

### Table 3 Cash Flow Analysis

After cash flow consideration, the residential charge increases to \$330.35 per capita and the non-residential rate increases to \$5.50 per square metre.

The following table summarizes the calculation of the Fire Services development charge.

FIRE PROTECTION SERVICES SUMMARY						
10-year Hist.	2019 - 2031		Unadjusted		Adjusted	
Service Level	Development-Related Capital Program		Development Charge		Development Charge	
per household	Total	Net DC Recoverable	\$/capita	\$/sq.m	\$/capita	\$/sq.m
\$313.72	\$11,379,453	\$5,294,593	\$278.65	\$5.23	<b>\$330.35</b>	<b>\$5.50</b>

73  
APPENDIX B.2  
TABLE 1

TOWN OF COLLINGWOOD  
INVENTORY OF CAPITAL ASSETS  
FIRE PROTECTION SERVICES

BUILDINGS Station Name	# of Square Feet										UNIT COST (\$/sq. ft.)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Fire Station (Old) (Fire Portion Only)*	9,682	9,682	9,682	9,682	-	-	-	-	-	-	\$400
Storage Garage (Fire Portion Only)*	480	480	480	480	-	-	-	-	-	-	\$100
Fire Station (New) (45 High Street)	-	-	-	-	20,329	20,329	20,329	20,329	20,329	20,329	\$400
Fire Station (New) (45 High Street) (Excess Capacity)	-	-	-	-	(6,600)	(6,600)	(6,600)	(6,600)	(6,600)	(6,600)	\$400
<b>Total (sq.ft.)</b>	<b>10,162</b>	<b>10,162</b>	<b>10,162</b>	<b>10,162</b>	<b>13,729</b>	<b>13,729</b>	<b>13,729</b>	<b>13,729</b>	<b>13,729</b>	<b>13,729</b>	
<b>Total (\$000)</b>	<b>\$3,920.8</b>	<b>\$3,920.8</b>	<b>\$3,920.8</b>	<b>\$3,920.8</b>	<b>\$5,491.6</b>	<b>\$5,491.6</b>	<b>\$5,491.6</b>	<b>\$5,491.6</b>	<b>\$5,491.6</b>	<b>\$5,491.6</b>	

\*Fire and Police used to be located in a shared facility in the Town. Only the portion of the facilities that relate to Fire are reflected above

LAND Station Name	# of Acres										UNIT COST (\$/acre)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Fire Station (Old) (Fire Portion Only)*	0.75	0.75	0.75	0.75	-	-	-	-	-	-	\$800,000
Fire Station (New) (45 High Street)	-	-	-	-	2.04	2.04	2.04	2.04	2.04	2.04	\$800,000
<b>Total (acres)</b>	<b>0.75</b>	<b>0.75</b>	<b>0.75</b>	<b>0.75</b>	<b>2.04</b>	<b>2.04</b>	<b>2.04</b>	<b>2.04</b>	<b>2.04</b>	<b>2.04</b>	
<b>Total (\$000)</b>	<b>\$600.0</b>	<b>\$600.0</b>	<b>\$600.0</b>	<b>\$600.0</b>	<b>\$1,632.0</b>	<b>\$1,632.0</b>	<b>\$1,632.0</b>	<b>\$1,632.0</b>	<b>\$1,632.0</b>	<b>\$1,632.0</b>	

\*Fire and Police used to be located in a shared facility in the Town. Only the portion of the facilities that relate to Fire are reflected above

FURNITURE & EQUIPMENT	Total Value of Furniture & Equipment (\$)										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
<b>Equipment and Gear</b>											
Equipped Firefighters (F/T)	24	24	24	24	24	24	24	24	24	24	\$10,000
Equipped Firefighters (P/T)	16	16	12	12	12	10	10	10	10	10	\$7,000
Thermal Image Camera	2	2	3	3	3	3	3	3	3	3	\$14,000
Fire Protection Officers	2	2	2	2	2	2	2	2	2	2	\$10,000
Hurst Hydraulics	-	-	-	-	2	3	3	3	3	3	\$60,000
Fire Call Response (911) Equipment	1	1	1	1	-	-	-	-	-	-	\$100,000
<b>Station Furniture and Equipment</b>											
Station Furniture (FFE)	\$69,000	\$69,000	\$69,000	\$69,000	\$69,000	\$69,000	\$69,000	\$69,000	\$69,000	\$69,000	
Station Equipment (\$30/sf)	\$304,860	\$304,860	\$304,860	\$304,860	\$411,870	\$411,870	\$411,870	\$411,870	\$411,870	\$411,870	
<b>Vehicle Equipment</b>											
Pumper 1 - 2017 Spartan	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$180,000	\$180,000	
Pumper 2 - 2008 Seagrave Rescue Pumper	\$160,000	\$160,000	\$160,000	\$160,000	\$160,000	\$160,000	\$160,000	\$160,000	\$160,000	\$160,000	
Tanker 1 - 2005 Tanker	\$20,500	\$20,500	\$20,500	\$20,500	\$20,500	\$20,500	\$20,500	\$20,500	\$20,500	\$20,500	
Rescue 1 - 2010 Pierce Rescue	\$0	\$142,000	\$142,000	\$142,000	\$142,000	\$142,000	\$142,000	\$142,000	\$142,000	\$142,000	
Tower 1 - 2010 Aerial Platform	\$0	\$78,000	\$78,000	\$78,000	\$78,000	\$78,000	\$78,000	\$78,000	\$78,000	\$78,000	
<b>Total (#)</b>	<b>45.00</b>	<b>45.00</b>	<b>42.00</b>	<b>42.00</b>	<b>43.00</b>	<b>42.00</b>	<b>42.00</b>	<b>42.00</b>	<b>42.00</b>	<b>42.00</b>	
<b>Total (\$000)</b>	<b>\$1,054.4</b>	<b>\$1,274.4</b>	<b>\$1,260.4</b>	<b>\$1,260.4</b>	<b>\$1,387.4</b>	<b>\$1,433.4</b>	<b>\$1,433.4</b>	<b>\$1,433.4</b>	<b>\$1,613.4</b>	<b>\$1,613.4</b>	



74  
APPENDIX B.2  
TABLE 1

TOWN OF COLLINGWOOD  
INVENTORY OF CAPITAL ASSETS  
FIRE PROTECTION SERVICES

VEHICLES Vehicle Type	# of Vehicles										UNIT COST (\$/vehicle)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
1986 Aerial	1	-	-	-	-	-	-	-	-	-	\$1,600,000
1988 Cube Van	1	-	-	-	-	-	-	-	-	-	\$100,000
1999 Pumper	1	-	-	-	-	-	-	-	-	-	\$675,000
2002 Ford 1/2 ton Pickup	1	1	-	-	-	-	-	-	-	-	\$40,000
2003 Ford 1/2 ton	1	1	1	-	-	-	-	-	-	-	\$40,000
2003 Pumper (AFT/Spartan Rescue)	1	1	1	1	1	1	1	1	1	-	\$550,000
2005 Tanker	1	1	1	1	1	1	1	1	1	1	\$675,000
2006 Zodiac MK111 (Shared at 50%)	0.5	0.5	0.5	0.5	0.5	-	-	-	-	-	\$15,000
2008 Ford Escape	1	1	1	1	1	1	1	1	-	-	\$35,000
2008 Seagrave Rescue Pumper	1	1	1	1	1	1	1	1	1	1	\$675,000
2009 Atlas AU5 Black Cargo Trailer	1	1	1	1	1	1	1	1	1	1	\$8,000
2010 Ford Escape	1	1	1	1	1	1	1	1	1	-	\$35,000
2010 Aerial Platform	-	1	1	1	1	1	1	1	1	1	\$1,600,000
2010 Pierce Rescue Van	-	1	1	1	1	1	1	1	1	1	\$550,000
2012 Ford Expedition	-	-	1	1	1	1	1	1	1	1	\$60,000
2012 Ford F150	-	-	-	1	1	1	1	1	1	1	\$50,000
2010 MGS A91 Angus Foam Trailer	-	-	1	1	1	1	1	1	1	1	\$65,000
2016 Ford F150	-	-	-	-	-	-	-	-	1	1	\$50,000
2016 Kubota RTV	-	-	-	-	-	-	-	1	1	1	\$33,000
2015 JDJ AP7 Black Flat Bed	-	-	-	-	-	-	-	1	1	1	\$8,000
2017 Spartan Pumper	-	-	-	-	-	-	-	-	1	1	\$675,000
2018 Dodge Durango	-	-	-	-	-	-	-	-	1	1	\$45,000
2018 Dodge Durango	-	-	-	-	-	-	-	-	1	1	\$45,000
<b>Total (#)</b>	<b>11.5</b>	<b>10.5</b>	<b>11.5</b>	<b>11.5</b>	<b>11.5</b>	<b>11</b>	<b>11</b>	<b>13</b>	<b>16</b>	<b>14</b>	
<b>Total (\$000)</b>	<b>\$4,440.5</b>	<b>\$4,215.5</b>	<b>\$4,300.5</b>	<b>\$4,310.5</b>	<b>\$4,310.5</b>	<b>\$4,303.0</b>	<b>\$4,303.0</b>	<b>\$4,344.0</b>	<b>\$5,124.0</b>	<b>\$4,539.0</b>	

75  
APPENDIX B.2  
TABLE 1

TOWN OF COLLINGWOOD  
CALCULATION OF SERVICE LEVELS  
FIRE PROTECTION SERVICES

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Historic Population	25,054	25,674	26,309	26,608	26,923	27,256	27,608	27,976	29,016	29,540
Historic Employment	<u>10,161</u>	<u>10,197</u>	<u>10,233</u>	<u>10,351</u>	<u>10,469</u>	<u>10,589</u>	<u>10,710</u>	<u>10,832</u>	<u>10,939</u>	<u>11,046</u>
Total Historic Population & Employment	35,215	35,871	36,542	36,959	37,392	37,845	38,318	38,808	39,955	40,586

INVENTORY SUMMARY (\$000)

Buildings	\$3,920.8	\$3,920.8	\$3,920.8	\$3,920.8	\$5,491.6	\$5,491.6	\$5,491.6	\$5,491.6	\$5,491.6	\$5,491.6
Land	\$600.0	\$600.0	\$600.0	\$600.0	\$1,632.0	\$1,632.0	\$1,632.0	\$1,632.0	\$1,632.0	\$1,632.0
Furniture & Equipment	\$1,054.4	\$1,274.4	\$1,260.4	\$1,260.4	\$1,387.4	\$1,433.4	\$1,433.4	\$1,433.4	\$1,613.4	\$1,613.4
Vehicles	\$4,440.5	\$4,215.5	\$4,300.5	\$4,310.5	\$4,310.5	\$4,303.0	\$4,303.0	\$4,344.0	\$5,124.0	\$4,539.0
<b>Total (\$000)</b>	<b>\$10,015.7</b>	<b>\$10,010.7</b>	<b>\$10,081.7</b>	<b>\$10,091.7</b>	<b>\$12,821.5</b>	<b>\$12,860.0</b>	<b>\$12,860.0</b>	<b>\$12,901.0</b>	<b>\$13,861.0</b>	<b>\$13,276.0</b>

SERVICE LEVEL (\$/pop & emp)

Service  
Level

Buildings	\$111.3	\$109.30	\$107.29	\$106.09	\$146.87	\$145.11	\$143.32	\$141.51	\$137.44	\$135.31	\$128.36
Land	\$17.04	\$16.73	\$16.42	\$16.23	\$43.65	\$43.12	\$42.59	\$42.05	\$40.85	\$40.21	\$31.89
Furniture & Equipment	\$29.94	\$35.53	\$34.49	\$34.10	\$37.10	\$37.87	\$37.41	\$36.93	\$40.38	\$39.75	\$36.35
Vehicles	\$126.10	\$117.52	\$117.68	\$116.63	\$115.28	\$113.70	\$112.30	\$111.93	\$128.24	\$111.84	\$117.12
<b>Total (\$/pop &amp; emp)</b>	<b>\$284.41</b>	<b>\$279.07</b>	<b>\$275.89</b>	<b>\$273.05</b>	<b>\$342.89</b>	<b>\$339.81</b>	<b>\$335.61</b>	<b>\$332.43</b>	<b>\$346.91</b>	<b>\$327.10</b>	<b>\$313.72</b>

TOWN OF COLLINGWOOD  
CALCULATION OF MAXIMUM ALLOWABLE  
FIRE PROTECTION SERVICES

<b>10-Year Funding Envelope Calculation</b>	
10 Year Average Service Level 2009 - 2018	\$313.72
Net Population & Employment Growth 2019 - 2031	16,877
Maximum Allowable Funding Envelope	\$5,294,593
<b>Discounted Maximum Allowable Funding Envelope</b>	<b>\$5,294,593</b>

76  
APPENDIX B.2  
TABLE 2

TOWN OF COLLINGWOOD  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
FIRE PROTECTION SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs		
					BTE (%)	Replacement & BTE Shares	0% Reduction		Available DC Reserves	2019-2031	Post 2031
<b>2.0 FIRE PROTECTION SERVICES</b>											
<b>2.1 Recovery of Negative Reserve Fund Balance</b>											
2.1.1 Recovery of Negative Reserve Fund Balance	2019 - 2019	\$ 802,453	\$ -	\$ 802,453	0%	\$ -	\$ -	\$ 802,453	\$ -	\$ 802,453	\$ -
Subtotal Recovery of Negative Reserve Fund Balance		\$ 802,453	\$ -	\$ 802,453		\$ -	\$ -	\$ 802,453	\$ -	\$ 802,453	\$ -
<b>2.2 Recovery of Past Commitments</b>											
2.2.1 Fire Station Principal Payment	2019 - 2019	\$ 165,000	\$ -	\$ 165,000	74%	\$ 122,131	\$ -	\$ 42,869	\$ -	\$ 42,869	\$ -
2.2.2 Fire Station Principal Payment	2020 - 2020	\$ 165,000	\$ -	\$ 165,000	74%	\$ 122,131	\$ -	\$ 42,869	\$ -	\$ 42,869	\$ -
2.2.3 Fire Station Principal Payment	2021 - 2021	\$ 165,000	\$ -	\$ 165,000	74%	\$ 122,131	\$ -	\$ 42,869	\$ -	\$ 42,869	\$ -
2.2.4 Fire Station Principal Payment	2022 - 2022	\$ 165,000	\$ -	\$ 165,000	74%	\$ 122,131	\$ -	\$ 42,869	\$ -	\$ 42,869	\$ -
2.2.5 Fire Station Principal Payment	2023 - 2023	\$ 165,000	\$ -	\$ 165,000	74%	\$ 122,131	\$ -	\$ 42,869	\$ -	\$ 42,869	\$ -
2.2.6 Fire Station Principal Payment	2024 - 2024	\$ 165,000	\$ -	\$ 165,000	74%	\$ 122,131	\$ -	\$ 42,869	\$ -	\$ 42,869	\$ -
2.2.7 Fire Station Principal Payment	2025 - 2025	\$ 165,000	\$ -	\$ 165,000	74%	\$ 122,131	\$ -	\$ 42,869	\$ -	\$ 42,869	\$ -
2.2.8 Fire Station Principal Payment	2026 - 2026	\$ 165,000	\$ -	\$ 165,000	74%	\$ 122,131	\$ -	\$ 42,869	\$ -	\$ 42,869	\$ -
2.2.9 Fire Station Principal Payment	2027 - 2027	\$ 165,000	\$ -	\$ 165,000	74%	\$ 122,131	\$ -	\$ 42,869	\$ -	\$ 42,869	\$ -
2.2.10 Fire Station Principal Payment	2028 - 2028	\$ 165,000	\$ -	\$ 165,000	74%	\$ 122,131	\$ -	\$ 42,869	\$ -	\$ 42,869	\$ -
2.2.11 Fire Station Principal Payment	2029 - 2029	\$ 165,000	\$ -	\$ 165,000	74%	\$ 122,131	\$ -	\$ 42,869	\$ -	\$ 42,869	\$ -
2.2.12 Fire Station Principal Payment	2030 - 2030	\$ 165,000	\$ -	\$ 165,000	74%	\$ 122,131	\$ -	\$ 42,869	\$ -	\$ 42,869	\$ -
2.2.13 Fire Station Principal Payment	2031 - 2031	\$ 165,000	\$ -	\$ 165,000	74%	\$ 122,131	\$ -	\$ 42,869	\$ -	\$ 42,869	\$ -
2.2.14 Fire Station Principal Payment	2032 - 2032	\$ 165,000	\$ -	\$ 165,000	74%	\$ 122,131	\$ -	\$ 42,869	\$ -	\$ -	\$ 42,869
2.2.15 Fire Station Principal Payment	2033 - 2033	\$ 165,000	\$ -	\$ 165,000	74%	\$ 122,131	\$ -	\$ 42,869	\$ -	\$ -	\$ 42,869
2.2.16 Fire Station Principal Payment	2034 - 2034	\$ 165,000	\$ -	\$ 165,000	74%	\$ 122,131	\$ -	\$ 42,869	\$ -	\$ -	\$ 42,869
Subtotal Recovery of Past Commitments		\$ 2,640,000	\$ -	\$ 2,640,000		\$ 1,954,088	\$ -	\$ 685,912	\$ -	\$ 557,303	\$ 128,608

77  
APPENDIX B.2  
TABLE 2

TOWN OF COLLINGWOOD  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
FIRE PROTECTION SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs		
					BTE (%)	Replacement & BTE Shares	0% Reduction		Available DC Reserves	2019-2031	Post 2031
<b>2.3 Buildings, Land &amp; Furnishings</b>											
2.3.1 Land for New Fire Facility (2 Acres)	2021 - 2021	\$ 1,600,000	\$ -	\$ 1,600,000	0%	\$ -	\$ -	\$ 1,600,000	\$ -	\$ 1,600,000	\$ -
2.3.2 East End Fire Station	2022 - 2022	\$ 3,000,000	\$ -	\$ 3,000,000	0%	\$ -	\$ -	\$ 3,000,000	\$ -	\$ 1,464,837	\$ 1,535,163
Subtotal Buildings, Land & Furnishings		\$ 4,600,000	\$ -	\$ 4,600,000		\$ -	\$ -	\$ 4,600,000	\$ -	\$ 3,064,837	\$ 1,535,163
<b>2.4 Vehicles</b>											
2.4.1 Pumper	2022 - 2022	\$ 750,000	\$ -	\$ 750,000	0%	\$ -	\$ -	\$ 750,000	\$ -	\$ 750,000	\$ -
2.4.2 Rescue	2025 - 2025	\$ 550,000	\$ -	\$ 550,000	71%	\$ 388,466	\$ -	\$ 161,534	\$ -	\$ -	\$ 161,534
2.4.3 Pumper/Tanker	2028 - 2031	\$ 725,000	\$ -	\$ 725,000	71%	\$ 512,069	\$ -	\$ 212,931	\$ -	\$ -	\$ 212,931
2.4.4 Squirt/Aerial	2028 - 2031	\$ 1,100,000	\$ -	\$ 1,100,000	71%	\$ 776,933	\$ -	\$ 323,067	\$ -	\$ -	\$ 323,067
Subtotal Vehicles		\$ 3,125,000	\$ -	\$ 3,125,000		\$ 1,677,468	\$ -	\$ 1,447,532	\$ -	\$ 750,000	\$ 697,532
<b>2.5 Small Equipment and Gear</b>											
2.5.1 New Hurst Equipment	2019 - 2019	\$ 20,000	\$ -	\$ 20,000	0%	\$ -	\$ -	\$ 20,000	\$ -	\$ 20,000	\$ -
2.5.2 New Firefighters (16)	2024 - 2031	\$ 192,000	\$ -	\$ 192,000	0%	\$ -	\$ -	\$ 192,000	\$ -	\$ 100,000	\$ 92,000
Subtotal Small Equipment and Gear		\$ 212,000	\$ -	\$ 212,000		\$ -	\$ -	\$ 212,000	\$ -	\$ 120,000	\$ 92,000
<b>TOTAL FIRE PROTECTION SERVICES</b>		<b>\$ 11,379,453</b>	<b>\$ -</b>	<b>\$ 11,379,453</b>		<b>\$ 3,631,556</b>	<b>\$ -</b>	<b>\$ 7,747,896</b>	<b>\$ -</b>	<b>\$ 5,294,593</b>	<b>\$ 2,453,303</b>

\*Note: Fire services is calculated on a long-term planning period to 2031

<b>Residential Development Charge Calculation</b>		
Residential Share of 2019 - 2028 DC Eligible Costs	91%	\$4,826,457
12-Year Growth in Population in New Units		17,321
Unadjusted Development Charge Per Capita		<b>\$278.65</b>
<b>Non-Residential Development Charge Calculation</b>		
Non-Residential Share of 2019 - 2028 DC Eligible Costs	9%	\$468,136
12-Year Growth in Square Metres		89,532
Unadjusted Development Charge Per Square Metre		<b>\$5.23</b>

2019 - 2028 Net Funding Envelope	\$5,294,593
Reserve Fund Balance	
Balance as at December 31, 2018	(\$802,453)

78  
APPENDIX B.2  
TABLE 3

TOWN OF COLLINGWOOD  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
FIRE PROTECTION SERVICES  
RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)

FIRE PROTECTION SERVICES	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	TOTAL
OPENING CASH BALANCE	\$0.0	(\$565.9)	(\$389.0)	(\$1,708.1)	(\$3,735.2)	(\$3,667.8)	(\$3,410.5)	(\$3,105.9)	(\$2,750.1)	(\$2,337.4)	(\$1,861.7)	(\$1,317.2)	(\$698.3)	
2019 - 2028 RESIDENTIAL FUNDING REQUIREMENTS														
- Fire Protection Services: Non Inflated	\$749.7	\$0.0	\$1,458.5	\$2,019.0	\$0.0	\$11.4	\$11.4	\$11.4	\$11.4	\$11.4	\$11.4	\$11.4	\$11.4	\$4,318.4
- Fire Protection Debenture (Not Inflated)	\$39.1	\$39.1	\$39.1	\$39.1	\$39.1	\$39.1	\$39.1	\$39.1	\$39.1	\$39.1	\$39.1	\$39.1	\$39.1	\$508.0
- Fire Protection Services: Inflated	\$788.81	\$39.1	\$1,556.5	\$2,181.7	\$39.1	\$51.7	\$51.9	\$52.2	\$52.4	\$52.7	\$53.0	\$53.2	\$53.5	\$5,025.8
NEW RESIDENTIAL DEVELOPMENT														
- Population Growth in New Units	779	777	903	901	900	1,415	1,472	1,530	1,592	1,659	1,728	1,798	1,867	\$17,321.0
REVENUE														
- DC Receipts: Inflated	\$257.3	\$261.8	\$310.4	\$315.9	\$321.8	\$516.1	\$547.6	\$580.6	\$616.2	\$655.0	\$695.9	\$738.5	\$782.2	\$6,599.3
INTEREST														
- Interest on Opening Balance	\$0.0	(\$31.1)	(\$21.4)	(\$93.9)	(\$205.4)	(\$201.7)	(\$187.6)	(\$170.8)	(\$151.3)	(\$128.6)	(\$102.4)	(\$72.4)	(\$38.4)	(\$1,405.1)
- Interest on In-year Transactions	(\$14.6)	\$3.9	(\$34.3)	(\$51.3)	\$4.9	\$8.1	\$8.7	\$9.2	\$9.9	\$10.5	\$11.3	\$12.0	\$12.8	(\$8.9)
- Interest on Fire Debenture	(\$19.8)	(\$18.6)	(\$17.3)	(\$16.0)	(\$14.8)	(\$13.6)	(\$12.3)	(\$11.0)	(\$9.7)	(\$8.5)	(\$7.2)	(\$6.0)	(\$4.7)	(\$159.6)
TOTAL REVENUE	\$222.9	\$216.0	\$237.4	\$154.6	\$106.6	\$308.9	\$356.5	\$408.0	\$465.1	\$528.4	\$597.5	\$672.1	\$751.8	\$5,025.8
CLOSING CASH BALANCE	(\$565.9)	(\$389.0)	(\$1,708.1)	(\$3,735.2)	(\$3,667.8)	(\$3,410.5)	(\$3,105.9)	(\$2,750.1)	(\$2,337.4)	(\$1,861.7)	(\$1,317.2)	(\$698.3)	\$0.0	

Note: Borrowed funds are not inflated.

2019 Adjusted Charge Per Capita	\$330.35
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<b>Allocation of Capital Program</b>	
Residential Sector	91.2%
Non-Residential Sector	8.8%
<b>Rates for 2019</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

79  
APPENDIX B.2  
TABLE 3

TOWN OF COLLINGWOOD  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
FIRE PROTECTION SERVICES  
NON-RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)

FIRE PROTECTION SERVICES	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	TOTAL
OPENING CASH BALANCE	\$0.00	(\$40.03)	(\$6.71)	(\$121.18)	(\$303.00)	(\$280.04)	(\$255.74)	(\$228.78)	(\$198.99)	(\$166.17)	(\$130.14)	(\$90.66)	(\$47.54)	
2019 - 2028 NON-RESIDENTIAL FUNDING REQUIREMENTS														
- Fire Protection Services: Non Inflated	\$72.7	\$0.0	\$141.5	\$195.8	\$0.0	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$418.9
- Fire Protection Debenture (Not Inflated)	\$3.8	\$3.8	\$3.8	\$3.8	\$3.8	\$3.8	\$3.8	\$3.8	\$3.8	\$3.8	\$3.8	\$3.8	\$3.8	\$49.3
- Fire Protection Services: Inflated	\$72.7	\$0.0	\$147.2	\$207.8	\$0.0	\$1.2	\$1.2	\$1.3	\$1.3	\$1.3	\$1.3	\$1.4	\$1.4	\$438.2
NEW NON-RESIDENTIAL DEVELOPMENT														
- Growth in Square Metres	6,480	6,540	6,600	6,660	6,780	6,840	6,900	6,960	7,020	7,080	7,140	7,200	7,332	89,532
REVENUE														
- DC Receipts: Inflated	\$35.6	\$36.7	\$37.8	\$38.9	\$40.4	\$41.5	\$42.7	\$44.0	\$45.2	\$46.5	\$47.9	\$49.2	\$51.1	\$557.5
INTEREST														
- Interest on Opening Balance	\$0.0	(\$2.2)	(\$0.4)	(\$6.7)	(\$16.7)	(\$15.4)	(\$14.1)	(\$12.6)	(\$10.9)	(\$9.1)	(\$7.2)	(\$5.0)	(\$2.6)	(\$102.8)
- Interest on In-year Transactions	(\$1.0)	\$0.6	(\$3.0)	(\$4.6)	\$0.7	\$0.7	\$0.7	\$0.7	\$0.8	\$0.8	\$0.8	\$0.8	\$0.9	(\$1.1)
- Interest on Fire Debenture	(\$1.9)	(\$1.8)	(\$1.7)	(\$1.6)	(\$1.4)	(\$1.3)	(\$1.2)	(\$1.1)	(\$0.9)	(\$0.8)	(\$0.7)	(\$0.6)	(\$0.5)	(\$15.5)
TOTAL REVENUE	\$32.7	\$33.3	\$32.7	\$26.0	\$23.0	\$25.5	\$28.2	\$31.1	\$34.1	\$37.4	\$40.8	\$44.5	\$48.9	\$438.2
CLOSING CASH BALANCE	(\$40.0)	(\$6.7)	(\$121.2)	(\$303.0)	(\$280.0)	(\$255.7)	(\$228.8)	(\$199.0)	(\$166.2)	(\$130.1)	(\$90.7)	(\$47.5)	\$0.0	

Note: Borrowed funds are not inflated.

<b>2019 Adjusted Charge Per Square Metre</b>	<b>\$5.50</b>
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<b>Allocation of Capital Program</b>	
Residential Sector	91.2%
Non-Residential Sector	8.8%
<b>Rates for 2019</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

## **Appendix B.3**

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### **Police Services**

## Appendix B.3

### POLICE SERVICES

Policing for the Town of Collingwood is provided by the Ontario Provincial Police. The Collingwood detachment headquarters office is found on Ontario Street. Consistent with the provisions of the DCA and the Town's historical practices, development charges for Police Services is calculated on a long-term benefitting period from 2019 to 2031. The benefits of Police Services are deemed to be Town-wide for the purposes of calculating the development charge.

#### **Table 1 2009-2018 Historical Service Levels**

The ten-year historical inventory of capital assets for the Police Department includes the 22,860 square foot police station and 960 square foot storage garage, which together are valued at \$9.24 million. The 1.75 acres of land associated with the buildings are valued at \$1.40 million. The total cost of furniture and equipment in the station is \$228,600 and the cost to outfit police officers is \$68,400. The Police Department also have two snowmobiles and two ATVs that are valued at \$54,000.

The current replacement value of the Police Department's capital infrastructure including buildings, land, vehicles and equipment is approximately \$10.99 million. This provides a ten-year average historical service level of \$240.27 per population and employment. This average historical service level multiplied by the 12-year forecast growth in population and employment, results in a 12-year maximum allowable funding envelope of \$4.06 million (\$240.27 per population and employment x 16,877 population and employment growth).

Paragraph 5 of s.s.5(1) of the DCA 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" that is "uncommitted". "Excess capacity" is undefined in the DCA, but is considered to relate to the capacity available to meet some or all of the increase in need for service in order to potentially represent a deduction. It is recognized that no "surplus" of capacity exists within Police Services as the deduction of uncommitted excess capacity would occur as part of conceptual planning and feasibility work associated with planning new facilities.



**Table 2 2019 – 2031 Development-Related Capital Program & Calculation of the Unadjusted Development Charge**

The Police capital program includes a provision for future development-related space for \$2.00 million; this facility is required to service the increased needs arising from development over the 2019 to 2031 planning period. The program includes a \$30,000 provision for additional gear and equipment for 20 officers. The 2019-2031 capital program totals \$2.03 million.

No grants, benefit to existing shares or ten per cent discount are identified. A portion of the new space (\$54,660) will be funded through the Town's Police Services reserve fund and is therefore deducted from the total development charge calculation. The remaining \$1.98 million is eligible for DC recovery between 2019 and 2031.

The total development-related cost is allocated 91 per cent against new residential development and 9 per cent against non-residential development. This yields an unadjusted development charge of \$103.96 per capita and \$1.95 per square metre.

**Table 3 Cash Flow Analysis**

After cash flow consideration, the residential charge decreases to \$99.46 per capita and the non-residential charge decreases to \$1.84 per square metre.

The following table summarizes the calculation of the Police Department development charge.

<b>POLICE SERVICE SUMMARY</b>						
10-year Hist.	2019 - 2031		Unadjusted		Adjusted	
Service Level	Development-Related Capital Program		Development Charge		Development Charge	
per pop & emp	Total	Net DC Recoverable	\$/capita	\$/sq.m	\$/capita	\$/sq.m
\$240.27	\$2,030,000	\$1,975,337	\$103.96	\$1.95	<b>\$99.46</b>	<b>\$1.84</b>

83  
APPENDIX B.3  
TABLE 1

TOWN OF COLLINGWOOD  
INVENTORY OF CAPITAL ASSETS  
POLICE SERVICE

BUILDINGS Station Name	# of Square Feet										2018 UNIT COST (\$/sq. ft.)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Police Station (Police Share Only)*	13,153	13,153	13,153	13,153	22,864	22,864	22,864	22,864	22,864	22,864	\$400
Storage Garage (Police Share Only)*	480	480	480	480	960	960	960	960	960	960	\$100
<b>Total (sq.ft.)</b>	<b>13,633</b>	<b>13,633</b>	<b>13,633</b>	<b>13,633</b>	<b>23,824</b>	<b>23,824</b>	<b>23,824</b>	<b>23,824</b>	<b>23,824</b>	<b>23,824</b>	
<b>Total (\$000)</b>	<b>\$5,309.2</b>	<b>\$5,309.2</b>	<b>\$5,309.2</b>	<b>\$5,309.2</b>	<b>\$9,241.6</b>	<b>\$9,241.6</b>	<b>\$9,241.6</b>	<b>\$9,241.6</b>	<b>\$9,241.6</b>	<b>\$9,241.6</b>	

\*Fire and Police used to be located in a shared facility in the Town. Only the portion of the facilities that relate to Police are reflected above

LAND Station Name	# of Acres										2018 UNIT COST (\$/acre)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Police Station (Police Share Only)*	1.00	1.00	1.00	1.00	1.75	1.75	1.75	1.75	1.75	1.75	\$800,000
<b>Total (acres)</b>	<b>1.00</b>	<b>1.00</b>	<b>1.00</b>	<b>1.00</b>	<b>1.75</b>	<b>1.75</b>	<b>1.75</b>	<b>1.75</b>	<b>1.75</b>	<b>1.75</b>	
<b>Total (\$000)</b>	<b>\$800.0</b>	<b>\$800.0</b>	<b>\$800.0</b>	<b>\$800.0</b>	<b>\$1,400.0</b>	<b>\$1,400.0</b>	<b>\$1,400.0</b>	<b>\$1,400.0</b>	<b>\$1,400.0</b>	<b>\$1,400.0</b>	

\*Fire and Police used to be located in a shared facility in the Town. Only the portion of the facilities that relate to Police are reflected above

EQUIPMENT AND GEAR Type of Police	# of Pieces of Equipment										2018 UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Constables (F/T)	30.04	30.04	30.52	31.00	31.00	31.00	31.00	31.00	31.00	31.00	\$1,500
Sergeant	2.63	2.63	2.63	2.63	2.49	2.49	2.49	2.49	2.49	2.49	\$1,500
Staff Sergeant	1.32	0.66	0.66	0.66	0.62	0.62	0.62	0.62	0.62	0.62	\$1,500
Inspector	-	0.66	0.66	0.66	0.62	0.62	0.62	0.62	0.62	0.62	\$1,500
Constables (P/T)	0.50	0.50	0.50	0.50	0.50	1.00	1.00	1.00	1.00	1.00	\$1,500
Civilian Members	-	-	-	-	-	9.87	9.87	9.87	9.87	9.87	\$1,500
<b>Total (#)</b>	<b>34.49</b>	<b>34.49</b>	<b>34.97</b>	<b>35.45</b>	<b>35.23</b>	<b>45.60</b>	<b>45.60</b>	<b>45.60</b>	<b>45.60</b>	<b>45.60</b>	
<b>Total (\$000)</b>	<b>\$51.7</b>	<b>\$51.7</b>	<b>\$52.5</b>	<b>\$53.2</b>	<b>\$52.8</b>	<b>\$68.4</b>	<b>\$68.4</b>	<b>\$68.4</b>	<b>\$68.4</b>	<b>\$68.4</b>	

84  
APPENDIX B.3  
TABLE 1

TOWN OF COLLINGWOOD  
INVENTORY OF CAPITAL ASSETS  
POLICE SERVICE

VEHICLES Vehicle Type	# of Vehicles										2018 UNIT COST (\$/vehicle)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
2009 Yamaha Snowmobile	2	2	2	2	2	2	2	2	2	2	\$15,000
2009 Yamaha ATV	2	2	2	2	2	2	2	2	2	2	\$12,000
<b>Total (#)</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	
<b>Total (\$000)</b>	<b>\$54.0</b>	<b>\$54.0</b>	<b>\$54.0</b>	<b>\$54.0</b>	<b>\$54.0</b>	<b>\$54.0</b>	<b>\$54.0</b>	<b>\$54.0</b>	<b>\$54.0</b>	<b>\$54.0</b>	

FURNITURE AND EQUIPMENT IN STATIONS Station Name	Total Value of Furniture (\$)									
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Furniture, Fixtures and Equipment (\$10 square foot)	\$131,530	\$131,530	\$131,530	\$131,530	\$228,640	\$228,640	\$228,640	\$228,640	\$228,640	\$228,640
<b>Total (\$000)</b>	<b>\$131.5</b>	<b>\$131.5</b>	<b>\$131.5</b>	<b>\$131.5</b>	<b>\$228.6</b>	<b>\$228.6</b>	<b>\$228.6</b>	<b>\$228.6</b>	<b>\$228.6</b>	<b>\$228.6</b>

85  
APPENDIX B.3  
TABLE 1

**TOWN OF COLLINGWOOD  
CALCULATION OF SERVICE LEVELS  
POLICE SERVICE**

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Historic Population	25,054	25,674	26,309	26,608	26,923	27,256	27,608	27,976	29,016	29,540
Historic Employment	<u>10,161</u>	<u>10,197</u>	<u>10,233</u>	<u>10,351</u>	<u>10,469</u>	<u>10,589</u>	<u>10,710</u>	<u>10,832</u>	<u>10,939</u>	<u>11,046</u>
Total Historic Population & Employment	35,215	35,871	36,542	36,959	37,392	37,845	38,318	38,808	39,955	40,586

**INVENTORY SUMMARY (\$000)**

Buildings	\$5,309.2	\$5,309.2	\$5,309.2	\$5,309.2	\$9,241.6	\$9,241.6	\$9,241.6	\$9,241.6	\$9,241.6	\$9,241.6
Land	\$800.0	\$800.0	\$800.0	\$800.0	\$1,400.0	\$1,400.0	\$1,400.0	\$1,400.0	\$1,400.0	\$1,400.0
Equipment And Gear	\$51.7	\$51.7	\$52.5	\$53.2	\$52.8	\$68.4	\$68.4	\$68.4	\$68.4	\$68.4
Vehicles	\$54.0	\$54.0	\$54.0	\$54.0	\$54.0	\$54.0	\$54.0	\$54.0	\$54.0	\$54.0
Furniture And Equipment In Stations	\$131.5	\$131.5	\$131.5	\$131.5	\$228.6	\$228.6	\$228.6	\$228.6	\$228.6	\$228.6
<b>Total (\$000)</b>	<b>\$6,346.5</b>	<b>\$6,346.5</b>	<b>\$6,347.2</b>	<b>\$6,347.9</b>	<b>\$10,977.1</b>	<b>\$10,992.6</b>	<b>\$10,992.6</b>	<b>\$10,992.6</b>	<b>\$10,992.6</b>	<b>\$10,992.6</b>

**SERVICE LEVEL (\$/pop & emp)**

**Average  
Service  
Level**

Buildings	\$150.8	\$148.01	\$145.29	\$143.65	\$247.15	\$244.20	\$241.18	\$238.13	\$231.30	\$227.70	\$201.74
Land	\$22.72	\$22.30	\$21.89	\$21.65	\$37.44	\$36.99	\$36.54	\$36.07	\$35.04	\$34.49	\$30.51
Equipment And Gear	\$1.47	\$1.44	\$1.44	\$1.44	\$1.41	\$1.81	\$1.79	\$1.76	\$1.71	\$1.69	\$1.60
Vehicles	\$1.53	\$1.51	\$1.48	\$1.46	\$1.44	\$1.43	\$1.41	\$1.39	\$1.35	\$1.33	\$1.43
Furniture And Equipment In Stations	\$3.74	\$3.67	\$3.60	\$3.56	\$6.11	\$6.04	\$5.97	\$5.89	\$5.72	\$5.63	\$4.99
<b>Total (\$/pop &amp; emp)</b>	<b>\$180.22</b>	<b>\$176.92</b>	<b>\$173.69</b>	<b>\$171.76</b>	<b>\$293.57</b>	<b>\$290.46</b>	<b>\$286.88</b>	<b>\$283.25</b>	<b>\$275.13</b>	<b>\$270.85</b>	<b>\$240.27</b>

**TOWN OF COLLINGWOOD  
CALCULATION OF MAXIMUM ALLOWABLE  
POLICE SERVICE**

<b>10-Year Funding Envelope Calculation</b>	
10 Year Average Service Level 2009 - 2018	\$240.27
Net Population & Employment Growth 2019 - 2031	16,877
Maximum Allowable Funding Envelope	\$4,055,042
<b>Discounted Maximum Allowable Funding Envelope</b>	<b>\$4,055,042</b>

86  
APPENDIX B.3  
TABLE 2

TOWN OF COLLINGWOOD  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
POLICE SERVICE

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs		
					BTE (%)	Replacement & BTE Shares	0% Reduction		Available DC Reserves	2019-2031	Post 2031
<b>3.0 POLICE SERVICE</b>											
<b>3.1 Buildings</b>											
3.1.1 Provision for Future Development-Related Space (5,000 sf)	2028 - 2031	\$ 2,000,000	\$ -	\$ 2,000,000	0%	\$ -	\$ -	\$ 2,000,000	\$ 54,663	\$ 1,945,337	\$ -
Subtotal Buildings		\$ 2,000,000	\$ -	\$ 2,000,000		\$ -	\$ -	\$ 2,000,000	\$ 54,663	\$ 1,945,337	\$ -
<b>3.2 Vehicles &amp; Equipment</b>											
3.2.1 Provision for Additional Gear for Additional Officers (20 Officers)	2019 - 2031	\$ 30,000	\$ -	\$ 30,000	0%	\$ -	\$ -	\$ 30,000	\$ -	\$ 30,000	\$ -
Subtotal Vehicles & Equipment		\$ 30,000	\$ -	\$ 30,000		\$ -	\$ -	\$ 30,000	\$ -	\$ 30,000	\$ -
<b>TOTAL POLICE SERVICE</b>		<b>\$ 2,030,000</b>	<b>\$ -</b>	<b>\$ 2,030,000</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,030,000</b>	<b>\$ 54,663</b>	<b>\$ 1,975,337</b>	<b>\$ -</b>

\*Note: Police services is calculated on a long-term planning period to 2031

<b>Residential Development Charge Calculation</b>		
Residential Share of 2019 - 2031 DC Eligible Costs	91%	\$1,800,682
12-Year Growth in Population in New Units		17,321
Unadjusted Development Charge Per Capita		<b>\$103.96</b>
<b>Non-Residential Development Charge Calculation</b>		
Non-Residential Share of 2019 - 2031 DC Eligible Costs	9%	\$174,655
12-Year Growth in Square Metres		89,532
Unadjusted Development Charge Per Square Metre		<b>\$1.95</b>

2019 - 2028 Net Funding Envelope	\$4,055,042
Reserve Fund Balance	
Balance as at December 31, 2018	\$54,663

87  
APPENDIX B.3  
TABLE 3

TOWN OF COLLINGWOOD  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
POLICE SERVICE  
RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)

POLICE SERVICE	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	TOTAL
OPENING CASH BALANCE	\$0.0	\$76.7	\$157.4	\$255.8	\$359.2	\$468.1	\$640.2	\$828.0	\$1,032.3	\$1,254.7	\$954.3	\$645.1	\$327.0	
2019 - 2028 RESIDENTIAL FUNDING REQUIREMENTS														
- Police Service: Non Inflated	\$2.1	\$2.1	\$2.1	\$2.1	\$2.1	\$2.1	\$2.1	\$2.1	\$2.1	\$445.4	\$445.4	\$445.4	\$445.4	\$1,800.7
- Police Service: Inflated	\$2.1	\$2.1	\$2.2	\$2.2	\$2.3	\$2.3	\$2.4	\$2.4	\$2.5	\$532.3	\$543.0	\$553.8	\$564.9	\$2,214.6
NEW RESIDENTIAL DEVELOPMENT														
- Population Growth in New Units	779	777	903	901	900	1,415	1,472	1,530	1,592	1,659	1,728	1,798	1,867	\$17,321.0
REVENUE														
- DC Receipts: Inflated	\$77.5	\$78.8	\$93.4	\$95.1	\$96.9	\$155.4	\$164.9	\$174.8	\$185.5	\$197.2	\$209.5	\$222.4	\$235.5	\$1,986.9
INTEREST														
- Interest on Opening Balance	\$0.0	\$2.7	\$5.5	\$9.0	\$12.6	\$16.4	\$22.4	\$29.0	\$36.1	\$43.9	\$33.4	\$22.6	\$11.4	\$245.0
- Interest on In-year Transactions	\$1.3	\$1.3	\$1.6	\$1.6	\$1.7	\$2.7	\$2.8	\$3.0	\$3.2	(\$9.2)	(\$9.2)	(\$9.1)	(\$9.1)	(\$17.3)
TOTAL REVENUE	\$78.8	\$82.9	\$100.6	\$105.7	\$111.1	\$174.4	\$190.1	\$206.8	\$224.9	\$231.9	\$233.7	\$235.8	\$237.9	\$2,214.6
CLOSING CASH BALANCE	\$76.7	\$157.4	\$255.8	\$359.2	\$468.1	\$640.2	\$828.0	\$1,032.3	\$1,254.7	\$954.3	\$645.1	\$327.0	\$0.0	

2019 Adjusted Charge Per Capita	\$99.46
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<b>Allocation of Capital Program</b>	
Residential Sector	91.2%
Non-Residential Sector	8.8%
<b>Rates for 2019</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

88  
APPENDIX B.3  
TABLE 3

TOWN OF COLLINGWOOD  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
POLICE SERVICE  
NON-RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)

POLICE SERVICE	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	TOTAL
OPENING CASH BALANCE	\$0.00	\$11.94	\$24.65	\$38.17	\$52.53	\$67.90	\$84.20	\$101.48	\$119.78	\$139.15	\$106.98	\$73.08	\$37.39	
2019 - 2028 NON-RESIDENTIAL FUNDING REQUIREMENTS														
- Police Service: Non Inflated	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$43.2	\$43.2	\$43.2	\$43.2	\$174.7
- Police Service: Inflated	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$51.6	\$52.7	\$53.7	\$54.8	\$214.8
NON-RESIDENTIAL SPACE GROWTH														
- Growth in Square Metres	6,480	6,540	6,600	6,660	6,780	6,840	6,900	6,960	7,020	7,080	7,140	7,200	7,332	89,532
REVENUE														
- DC Receipts: Inflated	\$11.9	\$12.3	\$12.6	\$13.0	\$13.5	\$13.9	\$14.3	\$14.7	\$15.2	\$15.6	\$16.0	\$16.5	\$17.1	\$186.8
INTEREST														
- Interest on Opening Balance	\$0.0	\$0.4	\$0.9	\$1.3	\$1.8	\$2.4	\$2.9	\$3.6	\$4.2	\$4.9	\$3.7	\$2.6	\$1.3	\$30.0
- Interest on In-year Transactions	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.3	\$0.3	(\$1.0)	(\$1.0)	(\$1.0)	(\$1.0)	(\$2.0)
TOTAL REVENUE	\$12.1	\$12.9	\$13.7	\$14.6	\$15.6	\$16.5	\$17.5	\$18.5	\$19.6	\$19.5	\$18.8	\$18.0	\$17.4	\$214.8
CLOSING CASH BALANCE	\$11.9	\$24.6	\$38.2	\$52.5	\$67.9	\$84.2	\$101.5	\$119.8	\$139.1	\$107.0	\$73.1	\$37.4	\$0.0	

2019 Adjusted Charge Per Square Metre	\$1.84
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<b>Allocation of Capital Program</b>	
Residential Sector	91.2%
Non-Residential Sector	8.8%
<b>Rates for 2019</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

## **Appendix B.4**

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### **Parking and By-law**



## **Appendix B.4**

### **PARKING AND BY-LAW**

The Town of Collingwood Parking and By-Law service owns and operates parking lots and on-street parking, and is responsible for enforcing by-laws in the Town. The benefits of Parking and By-law services are deemed to be Town-wide for the purposes of calculating the development charge.

#### **Table 1 2009-2018 Historical Service Levels**

The ten-year historical inventory of capital assets for Parking and By-law includes 657 parking spaces across several parking lots and on-street parking areas, which are valued at \$5.15 million. The four Town parking lots are located on 2.74 acres of land that are valued at \$2.19 million. Parking and By-law owns three vehicles with a replacement value of \$101,000, and manage parking equipment (meters, pay and display machines) totaling \$333,800.

The 2018 total replacement value of the inventory of capital assets for Parking and By-law amounts to \$7.78 million and the ten-year historical average service level is \$206.84 per population and employment.

The historical service level multiplied by the ten-year forecast of population growth results in a ten-year maximum allowable funding envelope of \$2.43 million (\$206.84 per population and employment x 11,751 population and employment growth).

Parking and By-law is a service for which development-related capital costs must be reduced by ten percent as required under the DCA, resulting in a \$243,100 deduction. The resulting discounted maximum allowable funding envelope brought forward to the development charges calculation is \$2.19 million.

Paragraph 5 of s.s.5(1) of the DCA 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" that is "uncommitted". "Excess capacity" is undefined in the DCA, but is considered to relate to the capacity available to meet some or all of the increase in need for service in order to potentially represent a deduction. It is recognized that no "surplus" of capacity exists within Parking & By-law as the deduction of uncommitted excess

capacity would occur as part of conceptual planning and feasibility work associated with planning new facilities.

**Table 2 2019 – 2028 Development-Related Capital Program & Calculation of the Unadjusted Development Charge**

The 2019–2028 gross development-related capital program for Parking and By-law totals \$8.04 million. This includes a \$4.42 million 100-space parking garage, a \$3.38 million 100-space parking lot, and \$172,300 allocated towards 100 additional street parking spots. In addition, the capital program includes a \$75,000 Waterfront parking expansion.

There are no grants, subsidies, or replacement shares identified for this service. The legislated ten per cent discount totals \$804,210 and has been removed to result in \$7.24 million in total DC eligible costs. The available DC reserve fund balance of \$309,330 has been applied. Another share of \$4.74 million is deemed to relate to development beyond 2028 and will be recoverable under future by-laws. The remaining DC costs eligible for recovery in 2019-2028 totals \$2.19 million.

The \$2.19 million is allocated 90 per cent to the residential sector and 10 per cent to the non-residential sector. This results in an unadjusted development charge of \$165.75 per capita and a non-residential charge of \$3.10 per square metre.

**Table 3 Cash Flow and Reserve Fund Analysis**

After cash flow consideration, the residential charge increases to \$176.53 per capita and the non-residential charge decreases to \$2.98 per square metre.

The following table summarizes the calculation of the Parking & By-law development charge.

<b>PARKING AND BY-LAW SUMMARY</b>						
10-year Hist.	2019 - 2028		Unadjusted		Adjusted	
Service Level	Development-Related Capital Program		Development Charge		Development Charge	
per capita	Total	Net DC Recoverable	\$/capita	\$/sq.m	\$/capita	\$/sq.m
\$206.84	\$8,042,113	\$2,187,576	\$165.75	\$3.10	<b>\$176.53</b>	<b>\$2.98</b>

92  
APPENDIX B.4  
TABLE 1

TOWN OF COLLINGWOOD  
INVENTORY OF CAPITAL ASSETS  
PARKING

PARKING SPACES Description	# of spaces										2018 UNIT COST (\$/space)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
<b>Municipal Lots</b>											
101 Pine Lot	101	101	99	99	99	99	99	99	99	94	\$17,300
Arena Lot	79	79	79	79	79	79	79	79	79	80	\$17,300
Ste Marie St Lot	74	74	74	74	74	74	74	74	74	73	\$17,300
Tremont Lot	-	24	24	24	24	24	24	24	24	24	\$17,300
<b>On-Street Parking</b>											
Hurontario Street	168	168	168	168	168	168	168	168	168	168	\$1,200
Pine St street	48	48	48	48	48	48	48	48	48	48	\$1,200
Ste marie St street	72	72	72	72	72	72	72	72	72	75	\$1,200
Elgin St street	14	14	14	14	14	14	14	14	13	13	\$1,200
Simcoe St street	17	29	29	29	29	29	29	29	29	30	\$1,200
Ontario St street	19	19	19	19	19	19	19	19	19	18	\$1,200
2nd St street	12	12	12	12	12	12	12	12	12	12	\$1,200
3rd St street	15	15	15	15	15	15	15	15	15	15	\$1,200
4th St street	13	7	7	7	7	7	7	7	7	7	\$1,200
<b>Total (#)</b>	<b>632</b>	<b>662</b>	<b>660</b>	<b>660</b>	<b>660</b>	<b>660</b>	<b>660</b>	<b>660</b>	<b>659</b>	<b>657</b>	
<b>Total (\$000)</b>	<b>\$4,847.8</b>	<b>\$5,270.2</b>	<b>\$5,235.6</b>	<b>\$5,235.6</b>	<b>\$5,235.6</b>	<b>\$5,235.6</b>	<b>\$5,235.6</b>	<b>\$5,235.6</b>	<b>\$5,234.4</b>	<b>\$5,151.5</b>	

LAND Facility Name	# of Acres										2018 UNIT COST (\$/acre)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
101 Pine Lot	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$800,000
Arena Lot	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	\$800,000
Ste Marie St Lot	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	\$800,000
Tremont Lot	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	\$800,000
<b>Total (acres)</b>	<b>2.74</b>	<b>2.74</b>	<b>2.74</b>	<b>2.74</b>	<b>2.74</b>	<b>2.74</b>	<b>2.74</b>	<b>2.74</b>	<b>2.74</b>	<b>2.74</b>	
<b>Total (\$000)</b>	<b>\$2,192.0</b>	<b>\$2,192.0</b>	<b>\$2,192.0</b>	<b>\$2,192.0</b>	<b>\$2,192.0</b>	<b>\$2,192.0</b>	<b>\$2,192.0</b>	<b>\$2,192.0</b>	<b>\$2,192.0</b>	<b>\$2,192.0</b>	

93  
APPENDIX B.4  
TABLE 1

TOWN OF COLLINGWOOD  
INVENTORY OF CAPITAL ASSETS  
PARKING

VEHICLES Description	Total # of Vehicles										UNIT COST (\$/vehicle)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
2007 Jeep Patriot 339	1	1	1	1	1	1	1	-	-	-	\$28,000
2007 Toyota Yaris	1	1	1	1	1	1	1	-	-	-	\$25,000
2010 Ford Ranger - Animal Control	-	1	1	1	1	1	1	1	1	-	\$25,000
2016 Nissan Rouge	-	-	-	-	-	-	-	1	1	1	\$28,000
2017 Ford Escape	-	-	-	-	-	-	-	1	1	1	\$28,000
2018 Ford F150 Pick-up - Animal Control	-	-	-	-	-	-	-	-	-	1	\$45,000
<b>Total (Units)</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	
<b>Total (\$000)</b>	<b>\$53.0</b>	<b>\$78.0</b>	<b>\$78.0</b>	<b>\$78.0</b>	<b>\$78.0</b>	<b>\$78.0</b>	<b>\$78.0</b>	<b>\$81.0</b>	<b>\$81.0</b>	<b>\$101.0</b>	

EQUIPMENT Description	Total Value of Equipment (\$)									
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Pay and Display Meter (25 units x \$8,500)	\$212,500	\$212,500	\$212,500	\$212,500	\$212,500	\$212,500	\$212,500	\$212,500	\$212,500	\$212,500
Side Street Meter Mechanism	\$60,900	\$60,900	\$60,900	\$60,900	\$60,900	\$60,900	\$60,900	\$60,900	\$60,900	\$60,900
Side Street Meter Housing	\$60,380	\$60,380	\$60,380	\$60,380	\$60,380	\$60,380	\$60,380	\$60,380	\$60,380	\$60,380
<b>Total (\$000)</b>	<b>\$333.8</b>	<b>\$333.8</b>	<b>\$333.8</b>	<b>\$333.8</b>	<b>\$333.8</b>	<b>\$333.8</b>	<b>\$333.8</b>	<b>\$333.8</b>	<b>\$333.8</b>	<b>\$333.8</b>

94  
APPENDIX B.4  
TABLE 1

**TOWN OF COLLINGWOOD  
CALCULATION OF SERVICE LEVELS  
PARKING**

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Historical Population	25,054	25,674	26,309	26,608	26,923	27,256	27,608	27,976	29,016	29,540
Historical Employment	<u>10,161</u>	<u>10,197</u>	<u>10,233</u>	<u>10,351</u>	<u>10,469</u>	<u>10,589</u>	<u>10,710</u>	<u>10,832</u>	<u>10,939</u>	<u>11,046</u>
Total	35,215	35,871	36,542	36,959	37,392	37,845	38,318	38,808	39,955	40,586

**INVENTORY SUMMARY (\$000)**

Parking Spaces	\$4,847.8	\$5,270.2	\$5,235.6	\$5,235.6	\$5,235.6	\$5,235.6	\$5,235.6	\$5,235.6	\$5,234.4	\$5,151.5
Land	\$2,192.0	\$2,192.0	\$2,192.0	\$2,192.0	\$2,192.0	\$2,192.0	\$2,192.0	\$2,192.0	\$2,192.0	\$2,192.0
Vehicles	\$53.0	\$78.0	\$78.0	\$78.0	\$78.0	\$78.0	\$78.0	\$81.0	\$81.0	\$101.0
Equipment	\$333.8	\$333.8	\$333.8	\$333.8	\$333.8	\$333.8	\$333.8	\$333.8	\$333.8	\$333.8
<b>Total (\$000)</b>	<b>\$7,426.6</b>	<b>\$7,874.0</b>	<b>\$7,839.4</b>	<b>\$7,839.4</b>	<b>\$7,839.4</b>	<b>\$7,839.4</b>	<b>\$7,839.4</b>	<b>\$7,842.4</b>	<b>\$7,841.2</b>	<b>\$7,778.3</b>

**SERVICE LEVEL (\$/pop&emp)** **Average  
Service  
Level**

Parking Spaces	\$137.66	\$146.92	\$143.27	\$141.66	\$140.02	\$138.34	\$136.64	\$134.91	\$131.01	\$126.93	\$137.74
Land	\$62.25	\$61.11	\$59.98	\$59.31	\$58.62	\$57.92	\$57.21	\$56.48	\$54.86	\$54.01	\$58.17
Vehicles	\$1.51	\$2.17	\$2.13	\$2.11	\$2.09	\$2.06	\$2.04	\$2.09	\$2.03	\$2.49	\$2.07
Equipment	\$9.48	\$9.31	\$9.13	\$9.03	\$8.93	\$8.82	\$8.71	\$8.60	\$8.35	\$8.22	\$8.86
<b>Total (\$/pop&amp;emp)</b>	<b>\$210.89</b>	<b>\$219.51</b>	<b>\$214.53</b>	<b>\$212.11</b>	<b>\$209.65</b>	<b>\$207.14</b>	<b>\$204.59</b>	<b>\$202.08</b>	<b>\$196.25</b>	<b>\$191.65</b>	<b>\$206.84</b>

**TOWN OF COLLINGWOOD  
CALCULATION OF MAXIMUM ALLOWABLE  
PARKING**

<b>10-Year Funding Envelope Calculation</b>	
10 Year Average Service Level 2009 - 2018	\$206.84
Net Population & Employment Growth 2019 - 2028	11,751
Maximum Allowable Funding Envelope	\$2,430,640
Less: 10% Legislated Reduction	\$243,064
<b>Discounted Maximum Allowable Funding Envelope</b>	<b>\$2,187,576</b>

95  
APPENDIX B.4  
TABLE 2

TOWN OF COLLINGWOOD  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
PARKING AND BY-LAW

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs		
					BTE (%)	Replacement & BTE Shares	10% Reduction		Available DC Reserves	2019-2028	Post 2028
<b>4.0 PARKING AND BY-LAW</b>											
<b>4.1 Parking Lots</b>											
4.1.1 Waterfront Expansion	2020 - 2020	\$ 75,000	\$ -	\$ 75,000	0%	\$ -	\$ 7,500	\$ 67,500	\$ 67,500	\$ -	\$ -
4.1.2 Provision for 100 Space Parking Garage	2023 - 2023	\$ 4,416,323	\$ -	\$ 4,416,323	0%	\$ -	\$ 441,632	\$ 3,974,691	\$ 241,833	\$ 2,187,576	\$ 1,545,282
4.1.3 Provision for 100 Space Parking Lot	2025 - 2025	\$ 3,378,487	\$ -	\$ 3,378,487	0%	\$ -	\$ 337,849	\$ 3,040,638	\$ -	\$ -	\$ 3,040,638
4.1.4 Provision for 100 Space Street Parking	2026 - 2026	\$ 172,303	\$ -	\$ 172,303	0%	\$ -	\$ 17,230	\$ 155,073	\$ -	\$ -	\$ 155,073
Subtotal Parking Lots		\$ 8,042,113	\$ -	\$ 8,042,113		\$ -	\$ 804,211	\$ 7,237,902	\$ 309,333	\$ 2,187,576	\$ 4,740,993
<b>TOTAL PARKING AND BY-LAW</b>		<b>\$ 8,042,113</b>	<b>\$ -</b>	<b>\$ 8,042,113</b>		<b>\$ -</b>	<b>\$ 804,211</b>	<b>\$ 7,237,902</b>	<b>\$ 309,333</b>	<b>\$ 2,187,576</b>	<b>\$ 4,740,993</b>

<b>Residential Development Charge Calculation</b>		
Residential Share of 2019 - 2028 DC Eligible Costs	90%	\$1,977,034
10-Year Growth in Population in New Units		11,928
Unadjusted Development Charge Per Capita		<b>\$165.75</b>
<b>Non-Residential Development Charge Calculation</b>		
Non-Residential Share of 2019 - 2028 DC Eligible Costs	10%	\$210,543
10-Year Growth in Square Metres		67,860
Unadjusted Development Charge Per Square Metre		<b>\$3.10</b>

2019 - 2028 Net Funding Envelope	\$2,187,576
Reserve Fund Balance	
Balance as at December 31, 2018	\$309,333

96  
APPENDIX B.4  
TABLE 3

TOWN OF COLLINGWOOD  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
PARKING AND BY-LAW  
RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)

PARKING AND BY-LAW	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	TOTAL
OPENING CASH BALANCE	\$0.00	\$139.92	\$287.17	\$465.97	\$654.02	(\$1,345.25)	(\$1,138.63)	(\$903.50)	(\$637.52)	(\$337.55)	
2019 - 2028 RESIDENTIAL FUNDING REQUIREMENTS											
- Parking And By-Law : Non Inflated	\$0.0	\$0.0	\$0.0	\$0.0	\$1,977.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	<b>\$1,977.0</b>
- Parking And By-Law : Inflated	\$0.0	\$0.0	\$0.0	\$0.0	\$2,140.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	<b>\$2,140.0</b>
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Units	779	777	903	901	900	1,415	1,472	1,530	1,592	1,659	<b>11,928</b>
REVENUE											
- DC Receipts: Inflated	\$137.5	\$139.9	\$165.8	\$168.8	\$172.0	\$275.8	\$292.6	\$310.2	\$329.3	\$350.0	<b>\$2,341.9</b>
INTEREST											
- Interest on Opening Balance	\$0.0	\$4.9	\$10.1	\$16.3	\$22.9	(\$74.0)	(\$62.6)	(\$49.7)	(\$35.1)	(\$18.6)	<b>(\$185.8)</b>
- Interest on In-year Transactions	\$2.4	\$2.4	\$2.9	\$3.0	(\$54.1)	\$4.8	\$5.1	\$5.4	\$5.8	\$6.1	<b>(\$16.1)</b>
TOTAL REVENUE	\$139.9	\$147.2	\$178.8	\$188.0	\$140.7	\$206.6	\$235.1	\$266.0	\$300.0	\$337.6	<b>\$2,140.0</b>
CLOSING CASH BALANCE	\$139.9	\$287.2	\$466.0	\$654.0	(\$1,345.2)	(\$1,138.6)	(\$903.5)	(\$637.5)	(\$337.6)	\$0.0	

**2019 Adjusted Charge Per Capita** **\$176.53**

**Allocation of Capital Program**

Residential Sector	90.4%
Non-Residential Sector	9.6%

**Rates for 2019**

Inflation Rate:	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

97  
APPENDIX B.4  
TABLE 3

TOWN OF COLLINGWOOD  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
PARKING AND BY-LAW  
NON-RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)

PARKING AND BY-LAW	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	TOTAL
OPENING CASH BALANCE	\$0.00	\$19.64	\$40.55	\$62.78	\$86.40	(\$103.24)	(\$86.03)	(\$67.21)	(\$46.67)	(\$24.31)	
2019 - 2028 NON-RESIDENTIAL FUNDING REQUIREMENTS											
- Parking And By-Law : Non Inflated	\$0.0	\$0.0	\$0.0	\$0.0	\$193.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	<b>\$193.4</b>
- Parking And By-Law : Inflated	\$0.0	\$0.0	\$0.0	\$0.0	\$209.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	<b>\$209.4</b>
NON-RESIDENTIAL SPACE GROWTH											
- Growth in Square Metres	6,480	6,540	6,600	6,660	6,780	6,840	6,900	6,960	7,020	7,080	<b>67,860</b>
REVENUE											
- DC Receipts: Inflated	\$19.3	\$19.9	\$20.5	\$21.1	\$21.9	\$22.5	\$23.1	\$23.8	\$24.5	\$25.2	<b>\$221.7</b>
INTEREST											
- Interest on Opening Balance	\$0.0	\$0.7	\$1.4	\$2.2	\$3.0	(\$5.7)	(\$4.7)	(\$3.7)	(\$2.6)	(\$1.3)	<b>(\$10.7)</b>
- Interest on In-year Transactions	\$0.3	\$0.3	\$0.4	\$0.4	(\$5.2)	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	<b>(\$1.7)</b>
TOTAL REVENUE	\$19.6	\$20.9	\$22.2	\$23.6	\$19.7	\$17.2	\$18.8	\$20.5	\$22.4	\$24.3	<b>\$209.4</b>
CLOSING CASH BALANCE	\$19.6	\$40.5	\$62.8	\$86.4	(\$103.2)	(\$86.0)	(\$67.2)	(\$46.7)	(\$24.3)	(\$0.0)	

**2019 Adjusted Charge Per Square Metre** **\$2.98**

**Allocation of Capital Program**

Residential Sector	91.2%
Non-Residential Sector	8.8%

**Rates for 2019**

Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%



## **Appendix B.5**

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### **Outdoor Recreation**

## Appendix B.5

### OUTDOOR RECREATION

The Town of Collingwood has many Outdoor Recreation amenities that range from parks and trails to sports fields and marinas. The service also operates a fleet of vehicles to maintain outdoor amenities and an office/shop that is shared with the Public Works Department. The benefits of Outdoor Recreation services are deemed to be Town-wide for the purposes of calculating the development charge.

#### **Table 1 2009-2018 Historical Service Levels**

The ten-year historical inventory of capital assets for Outdoor Recreation includes 9,190 square feet of building space for the portion of the 507 Tenth Line North office and shop that is occupied by Outdoor Recreation. This space is valued at \$1.53 million and sits on 2.64 acres of land worth \$1.39 million.

The inventory also contains parks, separated into categories: regional, community, waterfront and neighbourhood parks; natural areas; urban green spaces; and the Greenway. Altogether these parks total 267 acres and have a replacement value of \$27.37 million. In addition, there are 68 linear kilometers of trails that are valued at \$6.60 million.

Outdoor Recreation amenities includes sports fields such as baseball diamonds, rinks, soccer pitches, basketball courts, and tennis courts. It also includes picnic shelters, washrooms, and a skateboard park. These amenities combine for a total value of \$18.07 million. The Town also has 24 pedestrian bridges worth \$1.20 million, various docks and launches worth \$1.74 million, and sailing school equipment and boats worth \$145,900. Lastly, the Outdoor Recreation fleet totals 127 vehicles and pieces of equipment that are valued at \$966,900.

The total value of the Outdoor Recreation capital infrastructure is estimated to be \$59.00 million. The ten-year historical average service level is \$2,029.28 per capita and this, multiplied by the ten-year population growth, results in a ten-year maximum allowable funding envelope of \$21.55 million. As per the DCA, a ten per cent discount has been applied, so the discounted maximum

allowable funding envelope brought forward to the development charge calculation is \$19.40 million.

Paragraph 5 of s.s.5(1) of the DCA 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" that is "uncommitted". "Excess capacity" is undefined in the DCA, but is considered to relate to the capacity available to meet some or all of the increase in need for service in order to potentially represent a deduction. It is recognized that no "surplus" of capacity exists within Outdoor Recreation as the deduction of uncommitted excess capacity would occur as part of conceptual planning and feasibility work associated with planning new facilities.

**Table 2 2019 – 2028 Development-Related Capital Program and Calculation of the Unadjusted Development Charges**

The Outdoor Recreation capital program relates largely to the Waterfront Master Plan, which includes a number of park facility projects such as a \$1.60 million Harbourview Park splash pad and a \$6.00 million Harbourlands Marina Facility. Several new parks are slated to be constructed over the ten-year period, which will accompany new developments in the Town (precise timing is to be determined, dependent on the timing of development). The capital program also includes a \$1.23 million provision for trail development and \$1.24 million for new vehicles and equipment.

Altogether, the Outdoor Recreation capital program totals \$59.43 million. \$328,300 worth of provincial grants, property tax funding, and donations are expected. Several projects have benefit to existing shares related to the partial replacement of existing equipment, totaling \$11.69 million. For instance, staff have determined that the truck and equipment replacement line items will fund one-third new capital and two-thirds replacement, resulting in a benefit to existing share of 33 per cent. Neighbourhood park and playground enhancements will partially benefit the existing population, and so the 78 per cent benefit to existing share is based off the share of population and employment growth to 2028. Several projects in the Waterfront Master Plan are repairs and enhancements that are subject to a replacement share of 78 per cent. Another \$4.74 million has been netted off due to the legislated ten per cent discount. The remaining DC eligible costs total \$42.67 million.

Available DC reserve funds total \$2.27 million and will be used to fund a portion of the capital program. Many projects in the Waterfront Master Plan are not due to be completed until 2028 or beyond, and these capital costs are considered post period benefits. A total of \$21.00 million in post period benefit may be eligible for DC recovery under future by-laws. After these adjustments, the DC costs eligible for recovery over the 2019 to 2028 planning period amount to \$19.40 million and are allocated 100 per cent against new residential development, yielding an unadjusted residential development charge of \$1,626.12 per capita.

### **Table 3 Cash Flow Analysis**

After cash flow and reserve fund analysis, the residential calculated charge increases to \$1,801.55 per capita.

The following table summarizes the calculation of the Outdoor Recreation development charge.

<b>OUTDOOR RECREATION SUMMARY</b>						
10-year Hist.	2019 - 2028		Unadjusted		Adjusted	
Service Level	Development-Related Capital Program		Development Charge		Development Charge	
per capita	Total	Net DC Recoverable	\$/capita	\$/sq.m	\$/capita	\$/sq.m
\$2,029.28	\$59,425,687	\$19,396,406	\$1,626.12	\$0.00	<b>\$1,801.55</b>	<b>\$0.00</b>

102  
APPENDIX B.5  
TABLE 1

TOWN OF COLLINGWOOD  
INVENTORY OF CAPITAL ASSETS  
OUTDOOR RECREATION

OUTDOOR REC BUILDINGS Facility Name	# of Square Feet										UNIT COST (\$/sq. ft.)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Office - 507 Tenth Line N (Outdoor Rec Portion Only) <sup>1</sup>	-	-	-	2,923	2,923	2,923	2,923	2,923	2,923	2,923	\$200
Shop - 507 Tenth Line N (Outdoor Rec Portion Only) <sup>2</sup>	-	-	-	6,270	6,270	6,270	6,270	6,270	6,270	6,270	\$150
Office - 545 Tenth Line N (Outdoor Rec Portion Only) <sup>3</sup>	880	880	880	-	-	-	-	-	-	-	\$200
Shop - 545 Tenth Line (Outdoor Rec Portion Only) <sup>4</sup>	2,280	2,280	2,280	-	-	-	-	-	-	-	\$150
<b>Total (sq.ft.)</b>	<b>3,160</b>	<b>3,160</b>	<b>3,160</b>	<b>9,193</b>	<b>9,193</b>	<b>9,193</b>	<b>9,193</b>	<b>9,193</b>	<b>9,193</b>	<b>9,193</b>	
<b>Total (\$000)</b>	<b>\$518.0</b>	<b>\$518.0</b>	<b>\$518.0</b>	<b>\$1,525.1</b>	<b>\$1,525.1</b>	<b>\$1,525.1</b>	<b>\$1,525.1</b>	<b>\$1,525.1</b>	<b>\$1,525.1</b>	<b>\$1,525.1</b>	

(1) Shared 60% Outdoor Rec and 40% Public Works

(2) Shared 50% Outdoor Rec and 50% Public Works

(3) Shared 16% Outdoor Rec and 84% Public works

(4) Shared 18% Outdoor Rec and 82% Public Works

LAND ASSOCIATED WITH BUILDINGS Facility Name	# of Acres										UNIT COST (\$/acre)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Office & Shop - 507 Tenth Line N (Outdoor Rec Portion Only) <sup>2</sup>	-	-	-	2.64	2.64	2.64	2.64	2.64	2.64	2.64	\$526,000
Office & Shop - 545 Tenth Line N (Outdoor Rec Portion Only) <sup>1</sup>	1.74	1.74	1.74	-	-	-	-	-	-	-	\$526,000
<b>Total (acres)</b>	<b>1.74</b>	<b>1.74</b>	<b>1.74</b>	<b>2.64</b>	<b>2.64</b>	<b>2.64</b>	<b>2.64</b>	<b>2.64</b>	<b>2.64</b>	<b>2.64</b>	
<b>Total (\$000)</b>	<b>\$915.2</b>	<b>\$915.2</b>	<b>\$915.2</b>	<b>\$1,388.6</b>	<b>\$1,388.6</b>	<b>\$1,388.6</b>	<b>\$1,388.6</b>	<b>\$1,388.6</b>	<b>\$1,388.6</b>	<b>\$1,388.6</b>	

(1) Land area is based on shares of gross floor area associated with Outdoor Rec (3,160 sf or 17%) and Public Works (15,040 sf or 83%)

(2) Land area is based on shares of gross floor area associated with Outdoor Rec (9,193 sf or 53%) and Public Works (8,219 sf or 47%)

103  
APPENDIX B.5  
TABLE 1

TOWN OF COLLINGWOOD  
INVENTORY OF CAPITAL ASSETS  
OUTDOOR RECREATION

PARK LAND IMPROVEMENTS Park Type	# of Acres										UNIT COST (\$/Acre)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
<b>Regional Park</b>											
Central Park	14.00	14.00	14.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	\$145,000
Fisher Field	25.87	25.87	25.87	25.87	25.87	25.87	25.87	25.87	25.87	25.87	\$145,000
<b>Community Parks</b>											
Heritage Park	12.00	12.00	12.00	12.00	9.00	9.00	9.00	9.00	9.00	9.00	\$145,000
Sunset Point Park	25.30	25.30	25.30	25.30	25.30	25.30	25.30	25.30	25.30	25.30	\$145,000
Old Village (Legion) Park	6.05	6.05	6.05	6.05	6.05	6.05	6.05	6.05	6.05	6.05	\$145,000
<b>Waterfront</b>											
Harbourview Park	44.00	44.00	44.00	44.00	44.00	44.00	44.00	44.00	44.00	44.00	\$145,000
Harbourlands Park	11.81	11.81	11.81	11.81	11.81	11.81	11.81	11.81	11.81	11.81	\$145,000
Millennium Park	5.01	5.01	5.01	5.01	5.01	5.01	5.01	5.01	5.01	5.01	\$145,000
Shipyards Hillside and Greenspace	-	-	10.04	10.04	10.04	10.04	10.04	10.04	10.04	10.04	\$145,000
<b>Neighbourhood Parks</b>											
Bell Boulevard Park	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	\$145,000
Black Ash Park	-	-	-	-	1.00	1.00	1.00	1.00	1.00	1.00	\$145,000
Cedar Park	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	\$145,000
Friendship Gardens	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$145,000
Georgian Meadows Park	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	\$145,000
JJ Cooper Park	-	-	-	-	2.42	2.42	2.42	2.42	2.42	2.42	\$145,000
Kinsmen Park	4.22	4.22	4.22	4.22	4.22	4.22	4.22	4.22	4.22	4.22	\$145,000
Mair Mills Park	-	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	\$145,000
Morbay Park	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	\$145,000
Mountaincroft Park	-	-	-	-	-	-	-	-	-	-	3.57
Nip Spooner Park	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	\$145,000
Princeton Shores Park	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	\$145,000
Riverside Park	-	-	-	-	-	-	5.30	5.30	5.30	5.30	\$145,000
Walnut Street Park	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$145,000
<b>Natural Area</b>											
White's Bay Park	21.55	21.55	21.55	21.55	21.55	21.55	21.55	21.55	21.55	21.55	\$10,000
George Christie Nature Trails	58.17	58.17	58.17	58.17	58.17	58.17	58.17	58.17	58.17	58.17	\$10,000
<b>Urban Green</b>											
Blue Shores Parkette	-	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	\$145,000
First & High Park	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	\$145,000
The Station	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	\$145,000
Pawplar Dog Park	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	\$145,000
<b>Greenway</b>											
Shipyards Promenade	-	-	2.62	2.62	2.62	2.62	2.62	2.62	2.62	2.62	\$10,000
Kauffman	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	\$10,000
<b>Total (acres)</b>	<b>246.3</b>	<b>248.3</b>	<b>261.0</b>	<b>258.0</b>	<b>258.4</b>	<b>258.4</b>	<b>263.7</b>	<b>263.7</b>	<b>263.7</b>	<b>267.3</b>	
<b>Total (\$000)</b>	<b>\$24,675.5</b>	<b>\$24,972.8</b>	<b>\$26,454.8</b>	<b>\$26,019.8</b>	<b>\$26,080.7</b>	<b>\$26,080.7</b>	<b>\$26,849.2</b>	<b>\$26,849.2</b>	<b>\$26,849.2</b>	<b>\$27,366.8</b>	

104  
APPENDIX B.5  
TABLE 1

TOWN OF COLLINGWOOD  
INVENTORY OF CAPITAL ASSETS  
OUTDOOR RECREATION

PARKLAND AMENITIES Description	# of Parkland Amenities										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Rink (outdoor) (200' x 100')	1	1	1	1	1	1	1	1	1	1	\$1,672,700
Slow Pitch Diamonds (lights/irr/dr)	3	3	3	3	2	2	2	2	2	2	\$500,000
Hardball Diamonds	1	1	1	1	1	1	1	1	1	1	\$450,000
Minorball Diamonds	1	1	1	1	1	1	1	1	2	2	\$250,000
Adult Soccer Pitches (lit)	2	2	2	2	2	2	2	2	2	2	\$600,000
Adult Soccer Pitches (unlit)	5	5	4	3	3	3	3	3	3	3	\$450,000
Mini Soccer Pitches	13	13	13	10	10	10	10	10	10	10	\$300,000
Tennis Courts	4	5	5	5	5	5	5	5	5	5	\$100,000
Basketball Pads	2	2	3	3	4	4	4	4	4	4	\$75,000
Volleyball Courts	6	6	6	6	6	6	6	6	6	6	\$50,000
Play Equipment	9	9	9	12	14	14	14	15	15	15	\$125,000
Picnic Shelter	1	2	2	3	3	3	3	3	3	3	\$75,000
Washrooms and Other Buildings	18	18	18	18	17	17	17	17	17	17	\$250,000
Lawn Bowling Facilities	1	1	1	1	1	1	1	1	1	1	\$500,000
Skateboard Parks	1	1	1	1	1	1	1	1	1	1	\$500,000
Labyrinth	-	-	-	-	-	-	1	1	1	1	\$120,000
Gathering Circle	-	-	-	-	-	-	-	-	-	0.5	\$650,000
<b>Total (#)</b>	<b>68.0</b>	<b>70.0</b>	<b>70.0</b>	<b>70.0</b>	<b>71.0</b>	<b>71.0</b>	<b>72.0</b>	<b>73.0</b>	<b>74.0</b>	<b>74.5</b>	
<b>Total (\$000)</b>	<b>\$18,772.7</b>	<b>\$18,947.7</b>	<b>\$18,572.7</b>	<b>\$17,672.7</b>	<b>\$17,247.7</b>	<b>\$17,247.7</b>	<b>\$17,367.7</b>	<b>\$17,492.7</b>	<b>\$17,742.7</b>	<b>\$18,067.7</b>	

PARKLAND TRAILS Trail Type	# of Linear kilometres										UNIT COST (\$/km)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Community Trails - limestone	56.0	58.0	58.0	60.0	60.0	44.0	44.0	44.0	45.0	45.0	\$60,000
Community Trails - asphalt	-	-	-	-	-	6.0	6.0	7.0	7.0	7.0	\$140,000
Community Trails - concrete	-	-	-	-	-	7.0	7.0	7.0	8.0	8.0	\$250,000
Rail Trail to Stayner	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	-	\$60,000
Georgian Trail	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	\$60,000
Boardwalk	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	1.1	\$450,000
<b>Total (km)</b>	<b>74.8</b>	<b>76.8</b>	<b>76.8</b>	<b>78.8</b>	<b>78.8</b>	<b>75.8</b>	<b>75.8</b>	<b>76.8</b>	<b>78.8</b>	<b>68.1</b>	
<b>Total (\$000)</b>	<b>\$4,800.0</b>	<b>\$4,920.0</b>	<b>\$4,920.0</b>	<b>\$5,040.0</b>	<b>\$5,040.0</b>	<b>\$6,670.0</b>	<b>\$6,670.0</b>	<b>\$6,810.0</b>	<b>\$7,120.0</b>	<b>\$6,595.0</b>	

105  
APPENDIX B.5  
TABLE 1

TOWN OF COLLINGWOOD  
INVENTORY OF CAPITAL ASSETS  
OUTDOOR RECREATION

BRIDGES Trail Type	# of Bridges										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Pedestrian Bridges	20.0	20.0	20.0	20.0	20.0	20.0	20.0	23.0	23.0	24.0	\$50,000
<b>Total (km)</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>23.0</b>	<b>23.0</b>	<b>24.0</b>	
<b>Total (\$000)</b>	<b>\$1,000.0</b>	<b>\$1,000.0</b>	<b>\$1,000.0</b>	<b>\$1,000.0</b>	<b>\$1,000.0</b>	<b>\$1,000.0</b>	<b>\$1,000.0</b>	<b>\$1,150.0</b>	<b>\$1,150.0</b>	<b>\$1,200.0</b>	

MARINA AND DOCKS Description	# of Units										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Launch Ramp (1 at Cranberry and 2 at Harbour)	1	1	1	1	1	3	3	3	3	3	\$300,000
Docks - Mooring Spots	10	10	10	10	38	38	38	38	38	68	\$7,500
Promenade - Wooden Docks (Linear Feet)	-	-	-	-	300	300	300	300	300	610	\$500
Sailing School Docks	-	-	-	-	-	-	12	12	12	12	\$2,000
<b>Total (#)</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>339</b>	<b>341</b>	<b>353</b>	<b>353</b>	<b>353</b>	<b>693</b>	
<b>Total (\$000)</b>	<b>\$375.0</b>	<b>\$375.0</b>	<b>\$375.0</b>	<b>\$375.0</b>	<b>\$735.0</b>	<b>\$1,335.0</b>	<b>\$1,359.0</b>	<b>\$1,359.0</b>	<b>\$1,359.0</b>	<b>\$1,739.0</b>	



106  
APPENDIX B.5  
TABLE 1

TOWN OF COLLINGWOOD  
INVENTORY OF CAPITAL ASSETS  
OUTDOOR RECREATION

VEHICLES AND EQUIPMENT Description	# of Vehicles and Equipment										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
1988 HOME - Flat 6'X15' Tandem Trailer	1	1	1	1	1	1	1	1	1	1	\$7,000
1993 JDJ TY FLAT Trailer	1	1	1	1	1	1	1	1	1	1	\$7,000
1994 Endurable 1 Sail Boat Replica	1	1	1	1	1	1	1	1	1	1	\$0
1999 HOME - Black Ticket Trailer	1	1	1	1	1	1	1	1	1	1	\$5,000
1999 UPUL TY Water Trailer	1	1	1	1	1	1	1	1	1	1	\$7,000
2002 REMEQ Trailer	1	1	1	1	1	1	1	1	1	1	\$7,000
2004 Triton XT1 ATV Trailer	1	1	1	1	1	1	1	1	1	1	\$3,000
2005 GMC Pick-Up	1	1	1	1	1	1	1	1	1	1	\$35,000
2008 Chevrolet Express Van	-	1	1	1	1	1	1	1	1	1	\$32,000
2008 DODGE Quad Cab Pick-up	1	1	1	1	1	1	1	1	1	1	\$34,000
2008 DODGE Quad Cab Pick-up	1	1	1	1	1	1	1	1	1	1	\$34,000
2004 Jeep Liberty	1	1	1	1	1	1	1	-	-	-	\$28,000
2008 Ford Escape XLT 4X4 SUV	-	-	-	-	-	-	-	1	1	1	\$28,000
2009 MIDDLEBURY 8.5X16X6'6" CARGO	-	1	1	1	1	1	1	1	1	1	\$10,000
2009 ATLAS AU5 Cargo Trailer	-	-	-	-	-	-	-	-	-	1	\$5,000
2009 Yamaha ATV	-	-	-	-	-	-	-	-	-	1	\$10,000
2009 Yamaha ATV	-	-	-	-	-	-	-	-	-	1	\$10,000
2002 Jeep Liberty	-	-	-	1	1	1	1	1	1	-	\$28,000
2010 Jeep Compass CUV	-	-	-	-	-	-	-	-	-	1	\$28,000
2011 Dodge pick-up	-	-	1	1	1	1	1	1	1	1	\$35,000
2011 Dodge pick-up	-	-	1	1	1	1	1	1	1	1	\$35,000
2011 KUBOTA RTV500H ATV	-	-	1	1	1	1	1	1	1	1	\$10,000
2011 JDJ - TY - Black 80" x 16' Trailer	-	-	1	1	1	1	1	1	1	1	\$7,000
2014 Chevrolet Silverado	-	-	-	-	-	1	1	1	1	1	\$35,000
2015 JDJ - DUMP - Black Dump Trailer	-	-	-	-	-	-	1	1	1	1	\$8,000
2016 Chevrolet Silverado Pick-up	-	-	-	-	-	-	-	1	1	1	\$35,000
2016 Chevrolet Silverado Pick-up	-	-	-	-	-	-	-	1	1	1	\$35,000
2016 Ford F150 Pick-up	-	-	-	-	-	-	-	1	1	1	\$35,000
2016 Middlebury 610 Flat Top Cargo - White	-	-	-	-	-	-	-	1	1	1	\$6,000
2017 JDJ - DUMP - Black Dump Trailer	-	-	-	-	-	-	-	-	1	1	\$8,000

107  
APPENDIX B.5  
TABLE 1

TOWN OF COLLINGWOOD  
INVENTORY OF CAPITAL ASSETS  
OUTDOOR RECREATION

VEHICLES AND EQUIPMENT Description	# of Vehicles and Equipment										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
2017 EZ Loader 2100 Galvanized Boat Trailer	-	-	-	-	-	-	-	-	1	1	\$2,500
2018 Ford F150 Pick-up	-	-	-	-	-	-	-	-	-	1	\$35,000
1990 CANOX PORTABLE WELDER	1	1	1	1	1	1	1	1	1	1	\$1,500
1992 HONDA 5013 13hp Tractor	1	1	1	1	1	1	1	1	1	1	\$5,000
1995 GRADEMAKER 60" Viking Scraper	1	1	1	1	1	1	1	1	1	1	\$2,000
1995 PONSTAR SUBMERSIBLE PUMP 2"	1	1	1	1	1	1	1	1	1	1	\$500
1997 3500 Watt GENERATOR 25 amp regular plug	1	1	1	1	1	1	1	1	1	1	\$2,000
1997 3500 Watt GENERATOR 25 amp regular plug	1	1	1	1	1	1	1	1	1	1	\$2,000
1998 AE-60 72" Aerovator	1	1	1	1	1	1	1	1	1	1	\$1,500
2000 HONDA WN20 Gas Pump 2"	1	1	1	1	1	1	1	1	1	1	\$1,700
2002 STIHL Chainsaw 036	1	1	1	1	1	1	1	1	1	1	\$500
2002 HONDA GX160 Gas Pump 2"	1	1	1	1	1	1	1	1	1	1	\$1,700
2003 JOHN DEERE GT 245 Mower	1	1	1	1	1	1	1	1	1	1	\$2,500
2004 KUBOTA L5030 Tractor	1	1	1	1	1	1	1	1	1	1	\$45,000
2004 KUBOTA Tractor Bucket	1	1	1	1	1	1	1	1	1	1	\$500
2004 JOHN DEERE ZT 777 60" Zero Turn	1	1	1	1	1	1	1	1	1	1	\$15,000
2005 CUB CADET 5252 Mower	1	1	1	1	1	1	1	1	1	1	\$3,000
2005 TRACTOR MOUNTED SNOWBLOWER L2185	1	1	1	1	1	1	1	1	1	1	\$3,500
2006 BUSH HOG C50-RD6 SQ600	1	1	1	1	1	1	1	1	1	1	\$3,000
2006 B-WLM-234 Wet Line Marker	1	1	1	1	1	1	2	2	2	2	\$500
2007 CUB CADET MOWER DECK 54" for 5252	1	1	1	1	1	1	1	1	1	1	\$500
2007 CUB CADET ROTARY TILLER 42" Att.	1	1	1	1	1	1	1	1	1	1	\$1,000
2007 6500 Watt 44.9 amp regular plug Gen.	1	1	1	1	1	1	1	1	1	1	\$4,000
2007 LAWN BOY 10671 Push Mower	1	1	1	1	1	1	1	1	1	1	\$500
2007 STIHL KM90 Kombi Head	1	1	1	1	1	1	1	1	1	1	\$1,000
2008 REIST BASEBALL DIAMOND GROOMER	1	1	1	1	1	1	1	1	1	1	\$4,000
2009 BANNERMAN BTD-20 Top Dresser	1	1	1	1	1	1	1	1	1	1	\$18,000
2009 CUB CADET 5.5 Push Mower	1	1	1	1	1	1	1	1	1	1	\$500
2010 STIHL FS110R Weed Eater	-	1	1	1	1	1	1	1	1	1	\$600
2010 CUB CADET B010 Push Mower	-	1	1	1	1	1	1	1	1	1	\$500

108  
APPENDIX B.5  
TABLE 1

TOWN OF COLLINGWOOD  
INVENTORY OF CAPITAL ASSETS  
OUTDOOR RECREATION

VEHICLES AND EQUIPMENT Description	# of Vehicles and Equipment										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
2011 KUBOTA L5740 Tractor	-	-	1	1	1	1	1	1	1	1	\$45,000
2011 KUBOTA 72" Bucket	-	-	1	1	1	1	1	1	1	1	\$5,000
2011 STIHL FS110R Weed Eater	-	-	1	1	1	1	1	1	1	1	\$600
2011 STIHL FS110R Weed Eater	-	-	1	1	1	1	1	1	1	1	\$600
2011 KODIAC EX-17 PRESSURE WASHER Gas	-	-	1	1	1	1	1	1	1	1	\$1,500
2011 STIHL KM110 Kombi Head	-	-	1	1	1	1	1	1	1	1	\$1,000
2011 STIHL BR600 Backpack Blower	-	-	1	1	1	1	1	1	1	1	\$700
2011 STIHL BG55 Handheld Blower	-	-	1	1	1	1	1	1	1	1	\$300
2011 HUSQVARNA Rototiller CRT900	-	-	1	1	1	1	1	1	1	1	\$800
2012 JOHN DEERE Z930A 60" Zero Turn	-	-	-	1	1	1	1	1	1	1	\$15,000
2012 JOHN DEERE Z930A 60" Zero Turn	-	-	-	1	1	1	1	1	1	1	\$15,000
2012 KUBOTA Tractor Forks	-	-	-	1	1	1	1	1	1	1	\$2,000
2012 KING INDUSTRIAL DRILL PRESS 12 speed 2"	-	-	-	1	1	1	1	1	1	1	\$1,000
2012 STIHLHS45 Hedge Trimmer	-	-	-	1	1	1	1	1	1	1	\$400
2013 JOHN DEERE Z930M 60" Zero Turn	-	-	-	-	1	1	1	1	1	1	\$15,000
2013 JOHN DEERE Z930M 60" Zero Turn	-	-	-	-	1	1	1	1	1	1	\$15,000
2013 MILWAUKEE Sawzall	-	-	-	-	1	1	1	1	1	1	\$200
2013 STIHL FS55RC Weed Eater	-	-	-	-	1	1	1	1	1	1	\$300
2013 HYSPEC HYDRAULIK PRESSURE WASHER Shop	-	-	-	-	1	1	1	1	1	1	\$500
2013 CUB CADET 0596 Push Mower	-	-	-	-	1	1	1	1	1	1	\$500
2014 KUBOTA L60606HSTC Tractor 62HP 4WD	-	-	-	-	-	1	1	1	1	1	\$45,000
2014 KUBOTA 72" Tractor Bucket	-	-	-	-	-	1	1	1	1	1	\$1,000
2014 KUBOTA Tractor LOADER LA1055	-	-	-	-	-	1	1	1	1	1	\$5,000
2014 KUBOTA SNOWBLOWER L4479 Att.	-	-	-	-	-	1	1	1	1	1	\$8,000
2014 SMYTH Grass Sweeper	-	-	-	-	-	1	1	1	1	1	\$3,500
2014 STIHL Quick Cut Saw with Cart	-	-	-	-	-	1	1	1	1	1	\$1,500
2014 MILWAUKEE 14" Chop Saw	-	-	-	-	-	1	1	1	1	1	\$200
2014 STIHL FS130R Weed Eater	-	-	-	-	-	1	1	1	1	1	\$600
2014 STIHL FS110R Weed Eater	-	-	-	-	-	1	1	1	1	1	\$600
2015 BEFCO C50-RD6 72" Mower Deck	-	-	-	-	-	-	1	1	1	1	\$3,000
2015 BUSH HOG JD1500 Tri-Deck Mower	-	-	-	-	-	-	1	1	1	1	\$17,000

109  
APPENDIX B.5  
TABLE 1

TOWN OF COLLINGWOOD  
INVENTORY OF CAPITAL ASSETS  
OUTDOOR RECREATION

VEHICLES AND EQUIPMENT Description	# of Vehicles and Equipment										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
2015 STIHL MS362 Chainsaw	-	-	-	-	-	-	1	1	1	1	\$500
2015 CHICAGO PNEUMATIC IMPACT WRENCH CP749	-	-	-	-	-	-	1	1	1	1	\$100
2015 DEWALT 20 Volt Hammer Drill	-	-	-	-	-	-	2	2	2	2	\$200
2015 MASTERCRAFT 8" Bench Grinder	-	-	-	-	-	-	1	1	1	1	\$200
2015 MAKITA COMPOUND SAW 10" LS1016	-	-	-	-	-	-	1	1	1	1	\$800
2015 STIHL FS110R Weed Eater	-	-	-	-	-	-	1	1	1	1	\$600
2015 STIHL FS110R Weed Eater	-	-	-	-	-	-	1	1	1	1	\$600
2015 STIHL Hedge Trimmer HS46C	-	-	-	-	-	-	1	1	1	1	\$400
2016 KUBOTA Z725HK-60 60" Zero Turn	-	-	-	-	-	-	-	1	1	1	\$11,000
2016 STIHL FS110R Weed Eater	-	-	-	-	-	-	-	1	1	1	\$600
2016 STIHL FS110R Weed Eater	-	-	-	-	-	-	-	1	1	1	\$600
2016 CUB CADET Push Mower	-	-	-	-	-	-	-	1	1	1	\$500
2016 STIHL Pole Saw	-	-	-	-	-	-	-	1	1	1	\$1,000
2018 JOHN DEERE 915E Zero Turn	-	-	-	-	-	-	-	-	-	1	\$11,000
2018 JOHN DEERE 915E Zero Turn	-	-	-	-	-	-	-	-	-	1	\$11,000
2018 AGT Electric Hobbit 6 + 2 48 volt shuttle	-	-	-	-	-	-	-	-	-	1	\$11,000
2018 AGT Electric Hobbit 6 + 2 48 volt shuttle	-	-	-	-	-	-	-	-	-	1	\$11,000
MASTERCRAFT Circular Saw	-	-	-	-	-	-	-	-	-	1	\$100
DEWALT Angle Grinder	-	-	-	-	-	-	-	-	-	2	\$100
OMEGA AIR COMPRESSOR - Portable	-	-	-	-	-	-	-	1	1	1	\$300
STIHL KOMBI ATTACH	-	-	-	-	-	-	-	1	1	1	\$200
STIHL KOMBI ATTACH	-	-	-	-	-	-	-	1	1	1	\$200
STIHL KOMBI ATTACH	-	-	-	-	-	-	-	1	1	1	\$200
STIHL KOMBI ATTACH	-	-	-	-	-	-	-	1	1	1	\$200
STIHL KOMBI ATTACH	-	-	-	-	-	-	-	1	1	1	\$200
STIHL KOMBI ATTACH	-	-	-	-	-	-	-	1	1	1	\$200
2017 STIHL Pole Saw	-	-	-	-	-	-	-	-	1	1	\$200
2018 STIHL Pole Saw	-	-	-	-	-	-	-	-	-	1	\$200
2018 STIHL Blower hand held	-	-	-	-	-	-	-	-	-	2	\$200
2018 STIHL FS111RX Weed Eater	-	-	-	-	-	-	-	-	-	2	\$600
2018 YAMAHA Snowmobile	-	-	-	-	-	-	-	-	-	1	\$11,000
Shop Air Compressor 7.5 HP	-	-	-	1	1	1	1	1	1	1	\$4,000
Hotsy Pressure Washer - Shop	-	-	-	-	-	1	1	1	1	1	\$10,000
<b>Total (#)</b>	<b>37</b>	<b>41</b>	<b>54</b>	<b>61</b>	<b>67</b>	<b>78</b>	<b>91</b>	<b>107</b>	<b>110</b>	<b>127</b>	
<b>Total (\$000)</b>	<b>\$287.9</b>	<b>\$331.0</b>	<b>\$473.5</b>	<b>\$538.9</b>	<b>\$570.4</b>	<b>\$680.8</b>	<b>\$712.9</b>	<b>\$839.1</b>	<b>\$849.8</b>	<b>\$966.9</b>	

110  
APPENDIX B.5  
TABLE 1

TOWN OF COLLINGWOOD  
INVENTORY OF CAPITAL ASSETS  
OUTDOOR RECREATION

SAILING SCHOOL EQUIPMENT Description	# of Vehicles and Equipment										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
2017 Highfield OM 540 DL PVC Aluminum Boat	-	-	-	-	-	-	-	-	1	1	\$22,500
2017 YAMAHA boat motor	-	-	-	-	-	-	-	-	1	1	\$12,000
2018 Highfield CL 340 11'-6" Light Grey Boat	-	-	-	-	-	-	-	-	-	1	\$7,000
2018 TOHATSU boat motor	-	-	-	-	-	-	-	-	-	1	\$4,200
2018 Highfield CL 310 N 10'-6" Light Grey Boat	-	-	-	-	-	-	-	-	-	1	\$3,175
2018 YAMAHA boat motor	-	-	-	-	-	-	-	-	-	1	\$3,000
Albacore 15' Dinghy	3	3	3	3	3	3	3	3	3	3	\$14,000
Mistral 14' Dinghy	3	3	3	3	3	3	3	3	3	3	\$14,000
Force 5 13' Board Boat	1	1	1	1	1	1	1	1	1	1	\$5,000
Laser 12' Board Boat	1	1	1	1	1	1	1	1	1	1	\$5,000
<b>Total (#)</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>10</b>	<b>14</b>	
<b>Total (\$000)</b>	<b>\$94.0</b>	<b>\$94.0</b>	<b>\$94.0</b>	<b>\$94.0</b>	<b>\$94.0</b>	<b>\$94.0</b>	<b>\$94.0</b>	<b>\$94.0</b>	<b>\$128.5</b>	<b>\$145.9</b>	

111  
APPENDIX B.5  
TABLE 1

**TOWN OF COLLINGWOOD  
CALCULATION OF SERVICE LEVELS  
OUTDOOR RECREATION**

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Historic Population	25,054	25,674	26,309	26,608	26,923	27,256	27,608	27,976	29,016	29,540

**INVENTORY SUMMARY (\$000)**

Outdoor Rec Buildings	\$518	\$518	\$518	\$1,525	\$1,525	\$1,525	\$1,525	\$1,525	\$1,525	\$1,525
Land Associated With Buildings	\$915	\$915	\$915	\$1,389	\$1,389	\$1,389	\$1,389	\$1,389	\$1,389	\$1,389
Park Land Improvements	\$24,676	\$24,973	\$26,455	\$26,020	\$26,081	\$26,081	\$26,849	\$26,849	\$26,849	\$27,367
Parkland Amenities	\$18,773	\$18,948	\$18,573	\$17,673	\$17,248	\$17,248	\$17,368	\$17,493	\$17,743	\$18,068
Trails	\$4,800	\$4,920	\$4,920	\$5,040	\$5,040	\$6,670	\$6,670	\$6,810	\$7,120	\$6,595
Bridges	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,150	\$1,150	\$1,200
Marina and Docks	\$375	\$375	\$375	\$375	\$735	\$1,335	\$1,359	\$1,359	\$1,359	\$1,739
Vehicles And Equipment	\$288	\$331	\$474	\$539	\$570	\$681	\$713	\$839	\$850	\$967
Sailing School Equipment	\$94	\$94	\$94	\$94	\$94	\$94	\$94	\$94	\$129	\$146
<b>Total (\$000)</b>	<b>\$51,438.3</b>	<b>\$52,073.7</b>	<b>\$53,323.2</b>	<b>\$53,654.1</b>	<b>\$53,681.5</b>	<b>\$56,021.9</b>	<b>\$56,966.5</b>	<b>\$57,507.7</b>	<b>\$58,112.9</b>	<b>\$58,995.1</b>

**SERVICE LEVEL (\$/capita)**

**Average  
Service  
Level**

Outdoor Rec Buildings	\$20.7	\$20.2	\$19.7	\$57.3	\$56.6	\$56.0	\$55.2	\$54.5	\$52.6	\$51.6	\$44.4
Land Associated With Buildings	\$36.5	\$35.6	\$34.8	\$52.2	\$51.6	\$50.9	\$50.3	\$49.6	\$47.9	\$47.0	\$45.7
Park Land Improvements	\$984.9	\$972.7	\$1,005.5	\$977.9	\$968.7	\$956.9	\$972.5	\$959.7	\$925.3	\$926.4	\$965.1
Parkland Amenities	\$749.3	\$738.0	\$705.9	\$664.2	\$640.6	\$632.8	\$629.1	\$625.3	\$611.5	\$611.6	\$660.8
Trails	\$191.6	\$191.6	\$187.0	\$189.4	\$187.2	\$244.7	\$241.6	\$243.4	\$245.4	\$223.3	\$214.5
Bridges	\$39.9	\$38.9	\$38.0	\$37.6	\$37.1	\$36.7	\$36.2	\$41.1	\$39.6	\$40.6	\$38.6
Marina and Docks	\$15.0	\$14.6	\$14.3	\$14.1	\$27.3	\$49.0	\$49.2	\$48.6	\$46.8	\$58.9	\$33.8
Vehicles And Equipment	\$11.5	\$12.9	\$18.0	\$20.3	\$21.2	\$25.0	\$25.8	\$30.0	\$29.3	\$32.7	\$22.7
Sailing School Equipment	\$3.8	\$3.7	\$3.6	\$3.5	\$3.5	\$3.4	\$3.4	\$3.4	\$4.4	\$4.9	\$3.8
<b>Total (\$/capita)</b>	<b>\$2,053.1</b>	<b>\$2,028.3</b>	<b>\$2,026.8</b>	<b>\$2,016.5</b>	<b>\$1,993.9</b>	<b>\$2,055.4</b>	<b>\$2,063.4</b>	<b>\$2,055.6</b>	<b>\$2,002.8</b>	<b>\$1,997.1</b>	<b>\$2,029.3</b>

**TOWN OF COLLINGWOOD  
CALCULATION OF MAXIMUM ALLOWABLE  
OUTDOOR RECREATION**

<b>10-Year Funding Envelope Calculation</b>	
10 Year Average Service Level 2009 - 2018	\$2,029.28
Net Population 2019 - 2028	10,620
Maximum Allowable Funding Envelope	\$21,551,562
Less: 10% Legislated Reduction	\$2,155,156
<b>Discounted Maximum Allowable Funding Envelope</b>	<b>\$19,396,406</b>

112  
APPENDIX B.5  
TABLE 2

TOWN OF COLLINGWOOD  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
OUTDOOR RECREATION

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs		
					BTE (%)	Replacement & BTE Shares	10% Reduction		Available DC Reserves	2019-2028	Post 2028
<b>5.0 OUTDOOR RECREATION</b>											
<b>5.1 Park Facilities</b>											
5.1.1 Collingwood Downtown Wayfinding	2019 - 2019	\$ 150,000	\$ 110,000	\$ 40,000	50%	\$ 20,000	\$ 2,000	\$ 18,000	\$ 18,000	\$ -	\$ -
5.1.2 Fisher Field Improvements	2019 - 2020	\$ 911,980	\$ 80,990	\$ 830,990	0%	\$ -	\$ 83,099	\$ 747,891	\$ 747,891	\$ -	\$ -
5.1.3 Heritage Park Improvements	2019 - 2020	\$ 1,380,000	\$ -	\$ 1,380,000	0%	\$ -	\$ 138,000	\$ 1,242,000	\$ 1,242,000	\$ -	\$ -
5.1.4 Promenade Dock Phase 3	2020 - 2021	\$ 250,000	\$ -	\$ 250,000	0%	\$ -	\$ 25,000	\$ 225,000	\$ 225,000	\$ -	\$ -
5.1.5 Provision for New Development-Related Park	2019 - 2021	\$ 1,210,000	\$ -	\$ 1,210,000	0%	\$ -	\$ 121,000	\$ 1,089,000	\$ 37,942	\$ 1,051,058	\$ -
5.1.6 Provision for New Development-Related Park	2022 - 2022	\$ 1,000,000	\$ -	\$ 1,000,000	0%	\$ -	\$ 100,000	\$ 900,000	\$ -	\$ 900,000	\$ -
5.1.7 Provision for New Development-Related Park	2024 - 2024	\$ 1,000,000	\$ -	\$ 1,000,000	0%	\$ -	\$ 100,000	\$ 900,000	\$ -	\$ 900,000	\$ -
5.1.8 Provision for New Development-Related Park	2019 - 2028	\$ 1,500,000	\$ -	\$ 1,500,000	0%	\$ -	\$ 150,000	\$ 1,350,000	\$ -	\$ 1,350,000	\$ -
5.1.9 Trail Bridges	2019 - 2028	\$ 500,000	\$ -	\$ 500,000	0%	\$ -	\$ 50,000	\$ 450,000	\$ -	\$ 450,000	\$ -
5.1.10 Equipment	2019 - 2028	\$ 590,000	\$ -	\$ 590,000	33%	\$ 194,700	\$ 39,530	\$ 355,770	\$ -	\$ 355,770	\$ -
5.1.11 Neighbourhood Park Replacement/Enhancements	2019 - 2028	\$ 900,000	\$ -	\$ 900,000	78%	\$ 697,924	\$ 20,208	\$ 181,868	\$ -	\$ 27,450	\$ 154,418
5.1.12 Playground Replacements/Enhancements	2019 - 2028	\$ 1,550,000	\$ -	\$ 1,550,000	78%	\$ 1,201,981	\$ 34,802	\$ 313,217	\$ -	\$ -	\$ 313,217
5.1.13 Shade Shelters	2019 - 2028	\$ 469,000	\$ -	\$ 469,000	0%	\$ -	\$ 46,900	\$ 422,100	\$ -	\$ -	\$ 422,100
5.1.14 Town Signage	2020 - 2028	\$ 90,000	\$ -	\$ 90,000	100%	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ -
5.1.15 Sunset Point Shoreline Restoration	2019 - 2028	\$ 2,000,000	\$ -	\$ 2,000,000	95%	\$ 1,900,000	\$ 10,000	\$ 90,000	\$ -	\$ -	\$ 90,000
5.1.16 Forestry	2019 - 2028	\$ 750,000	\$ -	\$ 750,000	50%	\$ 375,000	\$ 37,500	\$ 337,500	\$ -	\$ -	\$ 337,500
5.1.17 Baseball Facility	2019 - 2028	\$ 5,000,000	\$ -	\$ 5,000,000	50%	\$ 2,500,000	\$ 250,000	\$ 2,250,000	\$ -	\$ -	\$ 2,250,000
5.1.18 Sunset Point Black Rock Washroom	2019 - 2028	\$ 500,000	\$ -	\$ 500,000	50%	\$ 250,000	\$ 25,000	\$ 225,000	\$ -	\$ -	\$ 225,000
5.1.19 Sunset Point Canteen Washroom	2019 - 2028	\$ 500,000	\$ -	\$ 500,000	50%	\$ 250,000	\$ 25,000	\$ 225,000	\$ -	\$ -	\$ 225,000
Subtotal Park Facilities		\$ 20,250,980	\$ 190,990	\$ 20,059,990		\$ 7,479,605	\$ 1,258,038	\$ 11,322,346	\$ 2,270,833	\$ 5,034,278	\$ 4,017,235

113  
APPENDIX B.5  
TABLE 2

TOWN OF COLLINGWOOD  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
OUTDOOR RECREATION

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs		
					BTE (%)	Replacement & BTE Shares	10% Reduction		Available DC Reserves	2019-2028	Post 2028
<b>5.2 Waterfront Master Plan</b>											
5.2.1 Harbourview Splash Pad	2019 - 2020	\$ 1,600,000	\$ -	\$ 1,600,000	0%	\$ -	\$ 160,000	\$ 1,440,000	\$ -	\$ 1,440,000	\$ -
5.2.2 Cranberry Quay/Balsam Street Bike Lane	2019 - 2022	\$ 10,080	\$ -	\$ 10,080	0%	\$ -	\$ 1,008	\$ 9,072	\$ -	\$ 9,072	\$ -
5.2.3 Harbourview Park Lighting	2021 - 2021	\$ 300,000	\$ -	\$ 300,000	0%	\$ -	\$ 30,000	\$ 270,000	\$ -	\$ 270,000	\$ -
5.2.4 Harbourview Park Parking	2019 - 2022	\$ 462,000	\$ -	\$ 462,000	0%	\$ -	\$ 46,200	\$ 415,800	\$ -	\$ 415,800	\$ -
5.2.5 Harbourview Park Pavilion	2019 - 2022	\$ 4,738,650	\$ -	\$ 4,738,650	0%	\$ -	\$ 473,865	\$ 4,264,785	\$ -	\$ 4,264,785	\$ -
5.2.6 Harbourview Park Landscaping	2019 - 2022	\$ 224,000	\$ -	\$ 224,000	0%	\$ -	\$ 22,400	\$ 201,600	\$ -	\$ 201,600	\$ -
5.2.7 Harbourview Park Servicing	2019 - 2022	\$ 368,018	\$ -	\$ 368,018	0%	\$ -	\$ 36,802	\$ 331,216	\$ -	\$ 331,216	\$ -
5.2.8 Harbourview Park Boat Storage Building	2019 - 2022	\$ 910,000	\$ -	\$ 910,000	0%	\$ -	\$ 91,000	\$ 819,000	\$ -	\$ 819,000	\$ -
5.2.9 Harbourview Park Floating Docks	2019 - 2022	\$ 180,250	\$ -	\$ 180,250	0%	\$ -	\$ 18,025	\$ 162,225	\$ -	\$ 162,225	\$ -
5.2.10 Harbourview Park Asphalt Trail	2019 - 2022	\$ 52,189	\$ -	\$ 52,189	0%	\$ -	\$ 5,219	\$ 46,970	\$ -	\$ 46,970	\$ -
5.2.11 Harbourview Park Public Art Pieces	2019 - 2022	\$ 84,000	\$ -	\$ 84,000	100%	\$ 84,000	\$ -	\$ -	\$ -	\$ -	\$ -
5.2.12 Harbourview Park Signage	2019 - 2022	\$ 70,000	\$ -	\$ 70,000	0%	\$ -	\$ 7,000	\$ 63,000	\$ -	\$ 63,000	\$ -
5.2.13 Collingwood Pier Heritage Drive Reconstruction and Parking	2019 - 2022	\$ 1,540,000	\$ -	\$ 1,540,000	78%	\$ 1,194,226	\$ 34,577	\$ 311,196	\$ -	\$ 311,196	\$ -
5.2.14 Collingwood Pier Pedestrian Lighting	2019 - 2022	\$ 159,600	\$ -	\$ 159,600	0%	\$ -	\$ 15,960	\$ 143,640	\$ -	\$ 143,640	\$ -
5.2.15 Collingwood Pier Services	2019 - 2022	\$ 1,760,080	\$ -	\$ 1,760,080	0%	\$ -	\$ 176,008	\$ 1,584,072	\$ -	\$ 1,584,072	\$ -
5.2.16 Collingwood Pier Terminals Repair	2019 - 2022	\$ 700,000	\$ -	\$ 700,000	78%	\$ 542,830	\$ 15,717	\$ 141,453	\$ -	\$ 141,453	\$ -
5.2.17 Collingwood Pier Tree Planting Trail	2019 - 2022	\$ 147,840	\$ -	\$ 147,840	0%	\$ -	\$ 14,784	\$ 133,056	\$ -	\$ 133,056	\$ -
5.2.18 Sunset Point Amenities (EnviroPark Equip, Washrooms and Tables)	2019 - 2022	\$ 518,700	\$ -	\$ 518,700	0%	\$ -	\$ 51,870	\$ 466,830	\$ -	\$ 466,830	\$ -
5.2.19 Ridgeline Granular Pathways	2019 - 2022	\$ 84,630	\$ -	\$ 84,630	0%	\$ -	\$ 8,463	\$ 76,167	\$ -	\$ 76,167	\$ -
5.2.20 Shipyards Walkway	2020 - 2022	\$ 911,410	\$ -	\$ 911,410	0%	\$ -	\$ 91,141	\$ 820,269	\$ -	\$ 820,269	\$ -
5.2.21 Harbour East Wall Docking	2019 - 2025	\$ 800,000	\$ -	\$ 800,000	0%	\$ -	\$ 80,000	\$ 720,000	\$ -	\$ 720,000	\$ -
5.2.22 Harbourlands Marina Facility	2021 - 2028	\$ 6,000,000	\$ -	\$ 6,000,000	0%	\$ -	\$ 600,000	\$ 5,400,000	\$ -	\$ -	\$ 5,400,000
5.2.23 Harbourview Park Granular Trail Connection (Arboretum)	2023 - 2028	\$ 13,965	\$ -	\$ 13,965	0%	\$ -	\$ 1,397	\$ 12,569	\$ -	\$ -	\$ 12,569
5.2.24 Harbourview Park Birch Street Boat Launch Replacement	2023 - 2028	\$ 99,120	\$ -	\$ 99,120	78%	\$ 76,865	\$ 2,226	\$ 20,030	\$ -	\$ -	\$ 20,030
5.2.25 Western Harbour Tree Planting	2023 - 2028	\$ 56,000	\$ -	\$ 56,000	0%	\$ -	\$ 5,600	\$ 50,400	\$ -	\$ -	\$ 50,400
5.2.26 Western Harbour Signage	2023 - 2028	\$ 35,000	\$ -	\$ 35,000	0%	\$ -	\$ 3,500	\$ 31,500	\$ -	\$ -	\$ 31,500
5.2.27 Western Harbour Replacement Viewing Platform (Western Fens)	2023 - 2028	\$ 99,750	\$ -	\$ 99,750	78%	\$ 77,353	\$ 2,240	\$ 20,157	\$ -	\$ -	\$ 20,157
5.2.28 Western Harbour Bridge over Black Ash Creek	2023 - 2028	\$ 58,800	\$ -	\$ 58,800	0%	\$ -	\$ 5,880	\$ 52,920	\$ -	\$ -	\$ 52,920
5.2.29 Western Harbour Kaufman Site Trail	2023 - 2028	\$ 34,545	\$ -	\$ 34,545	0%	\$ -	\$ 3,455	\$ 31,091	\$ -	\$ -	\$ 31,091
5.2.30 Western Harbour Imperial Oil Site Trail	2023 - 2028	\$ 16,170	\$ -	\$ 16,170	0%	\$ -	\$ 1,617	\$ 14,553	\$ -	\$ -	\$ 14,553
5.2.31 Western Harbour Hen and Chickens Trail Boardwalk Extension	2023 - 2028	\$ 291,200	\$ -	\$ 291,200	0%	\$ -	\$ 29,120	\$ 262,080	\$ -	\$ -	\$ 262,080
5.2.32 Western Harbour Hen and Chickens Island Boardwalk Connection	2023 - 2028	\$ 163,800	\$ -	\$ 163,800	0%	\$ -	\$ 16,380	\$ 147,420	\$ -	\$ -	\$ 147,420
5.2.33 Western Harbour Public Art	2023 - 2028	\$ 28,000	\$ -	\$ 28,000	100%	\$ 28,000	\$ -	\$ -	\$ -	\$ -	\$ -
5.2.34 Shipyards Docks along west side of Side Launch	2023 - 2028	\$ 281,428	\$ -	\$ 281,428	0%	\$ -	\$ 28,143	\$ 253,285	\$ -	\$ -	\$ 253,285
5.2.35 Shipyards Signage	2023 - 2028	\$ 56,000	\$ -	\$ 56,000	0%	\$ -	\$ 5,600	\$ 50,400	\$ -	\$ -	\$ 50,400
5.2.36 Shipyards Electrical /Water Pedestals for Docks	2023 - 2028	\$ 4,200	\$ -	\$ 4,200	0%	\$ -	\$ 420	\$ 3,780	\$ -	\$ -	\$ 3,780
5.2.37 Shipyards Promenade Extension	2023 - 2028	\$ 567,000	\$ -	\$ 567,000	0%	\$ -	\$ 56,700	\$ 510,300	\$ -	\$ -	\$ 510,300
5.2.38 Shipyards Docks in Dry Dock	2023 - 2028	\$ 198,492	\$ -	\$ 198,492	0%	\$ -	\$ 19,849	\$ 178,643	\$ -	\$ -	\$ 178,643
5.2.39 Shipyards Side Launch Way (Curb, Furnishings, Lighting, Trees, Paving)	2023 - 2028	\$ 3,234,070	\$ -	\$ 3,234,070	0%	\$ -	\$ 323,407	\$ 2,910,663	\$ -	\$ -	\$ 2,910,663



114  
APPENDIX B.5  
TABLE 2

TOWN OF COLLINGWOOD  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
OUTDOOR RECREATION

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs		
					BTE (%)	Replacement & BTE Shares	10% Reduction		Available DC Reserves	2019-2028	Post 2028
5.2.40 Shipyards Bury Hydro Line	2023 - 2028	\$ 2,151,156	\$ -	\$ 2,151,156	0%	\$ -	\$ 215,116	\$ 1,936,040	\$ -	\$ -	\$ 1,936,040
5.2.41 Collingwood Pier Public Art	2023 - 2028	\$ 42,000	\$ -	\$ 42,000	100%	\$ 42,000	\$ -	\$ -	\$ -	\$ -	\$ -
5.2.42 Collingwood Pier Additional Marina Slips	2023 - 2028	\$ 1,193,136	\$ -	\$ 1,193,136	0%	\$ -	\$ 119,314	\$ 1,073,822	\$ -	\$ -	\$ 1,073,822
5.2.43 Collingwood Pier Parking Lot Improvements	2023 - 2028	\$ 1,582,000	\$ -	\$ 1,582,000	78%	\$ 1,226,796	\$ 35,520	\$ 319,684	\$ -	\$ -	\$ 319,684
5.2.44 Collingwood Pier Millennium Park	2023 - 2028	\$ 285,600	\$ -	\$ 285,600	0%	\$ -	\$ 28,560	\$ 257,040	\$ -	\$ -	\$ 257,040
5.2.45 Collingwood Pier Watt's Boathouse Renovation	2023 - 2028	\$ 255,150	\$ -	\$ 255,150	78%	\$ 197,862	\$ 5,729	\$ 51,560	\$ -	\$ -	\$ 51,560
5.2.46 Collingwood Pier Seasonal Shop Buildings	2023 - 2028	\$ 406,000	\$ -	\$ 406,000	0%	\$ -	\$ 40,600	\$ 365,400	\$ -	\$ -	\$ 365,400
5.2.47 Collingwood Pier Additional Deck	2023 - 2028	\$ 630,000	\$ -	\$ 630,000	0%	\$ -	\$ 63,000	\$ 567,000	\$ -	\$ -	\$ 567,000
5.2.48 Collingwood Pier Guard Rail	2023 - 2028	\$ 35,000	\$ -	\$ 35,000	0%	\$ -	\$ 3,500	\$ 31,500	\$ -	\$ -	\$ 31,500
5.2.49 Ridgeline Signage	2023 - 2028	\$ 9,800	\$ -	\$ 9,800	0%	\$ -	\$ 980	\$ 8,820	\$ -	\$ -	\$ 8,820
5.2.50 Ridgeline Electrical Servicing to Overlook park	2023 - 2028	\$ 159,858	\$ -	\$ 159,858	0%	\$ -	\$ 15,986	\$ 143,872	\$ -	\$ -	\$ 143,872
5.2.51 Ridgeline Overlook Park	2023 - 2028	\$ 35,470	\$ -	\$ 35,470	0%	\$ -	\$ 3,547	\$ 31,923	\$ -	\$ -	\$ 31,923
5.2.52 Ridgeline General Landscape Improvements	2023 - 2028	\$ 126,000	\$ -	\$ 126,000	0%	\$ -	\$ 12,600	\$ 113,400	\$ -	\$ -	\$ 113,400
5.2.53 Ridgeline Amphitheatre Seating Upgrade	2023 - 2028	\$ 84,000	\$ -	\$ 84,000	78%	\$ 65,140	\$ 1,886	\$ 16,974	\$ -	\$ -	\$ 16,974
5.2.54 Ridgeline Amphitheatre Stage Upgrade	2023 - 2028	\$ 126,000	\$ -	\$ 126,000	78%	\$ 97,709	\$ 2,829	\$ 25,462	\$ -	\$ -	\$ 25,462
5.2.55 Sunset Point Public Art	2023 - 2028	\$ 42,000	\$ -	\$ 42,000	100%	\$ 42,000	\$ -	\$ -	\$ -	\$ -	\$ -
5.2.56 Sunset Point Tree Planting	2023 - 2028	\$ 56,000	\$ -	\$ 56,000	0%	\$ -	\$ 5,600	\$ 50,400	\$ -	\$ -	\$ 50,400
5.2.57 Sunset Point Waywaring Signage	2023 - 2028	\$ 35,000	\$ -	\$ 35,000	78%	\$ 27,142	\$ 786	\$ 7,073	\$ -	\$ -	\$ 7,073
5.2.58 Sunset Point Naturalization of Eastern Park	2023 - 2028	\$ 107,800	\$ -	\$ 107,800	0%	\$ -	\$ 10,780	\$ 97,020	\$ -	\$ -	\$ 97,020
5.2.59 Sunset Point Concrete Pathway Widen/Extension	2023 - 2028	\$ 428,750	\$ -	\$ 428,750	78%	\$ 332,483	\$ 9,627	\$ 86,640	\$ -	\$ -	\$ 86,640
5.2.60 Sunset Point Raised Crosswalk	2023 - 2028	\$ 14,000	\$ -	\$ 14,000	0%	\$ -	\$ 1,400	\$ 12,600	\$ -	\$ -	\$ 12,600
5.2.61 Sunset Point Benches	2023 - 2028	\$ 158,200	\$ -	\$ 158,200	0%	\$ -	\$ 15,820	\$ 142,380	\$ -	\$ -	\$ 142,380
5.2.62 Sunset Point Raglan Street Shade Structure	2023 - 2028	\$ 156,800	\$ -	\$ 156,800	0%	\$ -	\$ 15,680	\$ 141,120	\$ -	\$ -	\$ 141,120
5.2.63 Sunset Point Eastern Parking Lot (60 Spaces)	2023 - 2028	\$ 700,000	\$ -	\$ 700,000	0%	\$ -	\$ 70,000	\$ 630,000	\$ -	\$ -	\$ 630,000
5.2.64 Sunset Point EnviroPark parking Lot (53 Spaces)	2023 - 2028	\$ 630,000	\$ -	\$ 630,000	0%	\$ -	\$ 63,000	\$ 567,000	\$ -	\$ -	\$ 567,000
Subtotal Waterfront Master Plan		\$ 36,308,707	\$ -	\$ 36,308,707		\$ 4,034,406	\$ 3,227,430	\$ 29,046,871	\$ -	\$ 12,420,352	\$ 16,626,519

115  
APPENDIX B.5  
TABLE 2

TOWN OF COLLINGWOOD  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
OUTDOOR RECREATION

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs		
					BTE (%)	Replacement & BTE Shares	10% Reduction		Available DC Reserves	2019-2028	Post 2028
<b>5.3 Buildings</b>											
5.3.1 Provision for Building Space to Accommodate Additional Parks Staff	2028 - 2028	\$ 400,000	\$ -	\$ 400,000	0%	\$ -	\$ 40,000	\$ 360,000	\$ -	\$ -	\$ 360,000
Subtotal Community Trails		\$ 400,000	\$ -	\$ 400,000		\$ -	\$ 40,000	\$ 360,000	\$ -	\$ -	\$ 360,000
<b>5.4 Trails</b>											
5.4.1 Trail Development	2019 - 2028	\$ 1,230,000	\$ 80,000	\$ 1,150,000	0%	\$ -	\$ 115,000	\$ 1,035,000	\$ -	\$ 1,035,000	\$ -
Subtotal Community Trails		\$ 1,230,000	\$ 80,000	\$ 1,150,000		\$ -	\$ 115,000	\$ 1,035,000	\$ -	\$ 1,035,000	\$ -
<b>5.5 Vehicles &amp; Equipment</b>											
5.5.1 Truck Replacements/Enhancements	2019 - 2028	\$ 576,000	\$ 57,300	\$ 518,700	33%	\$ 171,171	\$ 34,753	\$ 312,776	\$ -	\$ 312,776	\$ -
5.5.2 Acquisition of New Vehicles (e.g. pickup, tractor, trailer etc.)	2019 - 2028	\$ 660,000	\$ -	\$ 660,000	0%	\$ -	\$ 66,000	\$ 594,000	\$ -	\$ 594,000	\$ -
Subtotal Vehicles and Equipment		\$ 1,236,000	\$ 57,300	\$ 1,178,700		\$ 171,171	\$ 100,753	\$ 906,776	\$ -	\$ 906,776	\$ -
<b>TOTAL OUTDOOR RECREATION</b>		<b>\$ 59,425,687</b>	<b>\$ 328,290</b>	<b>\$ 59,097,397</b>		<b>\$ 11,685,182</b>	<b>\$ 4,741,221</b>	<b>\$ 42,670,993</b>	<b>\$ 2,270,833</b>	<b>\$ 19,396,406</b>	<b>\$ 21,003,754</b>

(1) Provision for new parks relates to Mair Mills, Consar

<b>Residential Development Charge Calculation</b>		
Residential Share of 2019 - 2028 DC Eligible Costs	100%	\$19,396,406
10-Year Growth in Population in New Units		11,928
Unadjusted Development Charge Per Capita		<b>\$1,626.12</b>
<b>Non-Residential Development Charge Calculation</b>		
Non-Residential Share of 2019 - 2028 DC Eligible Costs	0%	\$0
10-Year Growth in Square Metres		67,860
Unadjusted Development Charge Per Square Metre		<b>\$0.00</b>

2019 - 2028 Net Funding Envelope	\$19,396,406
Reserve Fund Balance	
Balance as at December 31, 2018	\$2,270,833

116  
APPENDIX B.5  
TABLE 3

TOWN OF COLLINGWOOD  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
OUTDOOR RECREATION  
RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)

OUTDOOR RECREATION	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	TOTAL
OPENING CASH BALANCE	\$0.00	(\$2,542.88)	(\$5,566.81)	(\$8,091.02)	(\$11,107.27)	(\$10,500.01)	(\$9,803.75)	(\$7,894.76)	(\$5,589.48)	(\$2,969.45)	
2019 - 2028 RESIDENTIAL FUNDING REQUIREMENTS											
- Outdoor Recreation: Non Inflated	\$3,878.2	\$4,151.7	\$3,701.7	\$3,981.3	\$515.4	\$1,415.4	\$515.4	\$412.5	\$412.5	\$412.5	<b>\$19,396.4</b>
- Outdoor Recreation: Inflated	\$3,878.2	\$4,234.7	\$3,851.2	\$4,225.0	\$557.8	\$1,562.7	\$580.4	\$473.8	\$483.3	\$493.0	<b>\$20,340.1</b>
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Units	779	777	903	901	900	1,415	1,472	1,530	1,592	1,659	<b>11,928</b>
REVENUE											
- DC Receipts: Inflated	\$1,403.4	\$1,427.8	\$1,692.5	\$1,722.6	\$1,755.1	\$2,814.5	\$2,986.5	\$3,166.2	\$3,360.4	\$3,571.9	<b>\$23,900.8</b>
INTEREST											
- Interest on Opening Balance	\$0.0	(\$139.9)	(\$306.2)	(\$445.0)	(\$610.9)	(\$577.5)	(\$539.2)	(\$434.2)	(\$307.4)	(\$163.3)	<b>(\$3,523.6)</b>
- Interest on In-year Transactions	(\$68.1)	(\$77.2)	(\$59.4)	(\$68.8)	\$21.0	\$21.9	\$42.1	\$47.1	\$50.3	\$53.9	<b>(\$37.1)</b>
TOTAL REVENUE	\$1,335.4	\$1,210.8	\$1,327.0	\$1,208.7	\$1,165.1	\$2,258.9	\$2,489.4	\$2,779.1	\$3,103.3	\$3,462.4	<b>\$20,340.1</b>
CLOSING CASH BALANCE	(\$2,542.9)	(\$5,566.8)	(\$8,091.0)	(\$11,107.3)	(\$10,500.0)	(\$9,803.7)	(\$7,894.8)	(\$5,589.5)	(\$2,969.5)	(\$0.0)	

**2019 Adjusted Charge Per Capita** **\$1,801.55**

<b>Allocation of Capital Program</b>	
Residential Sector	100.0%
Non-Residential Sector	0.0%
<b>Rates for 2019</b>	
Inflation Rate:	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

## **Appendix B.6**

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### **Indoor Recreation**

## APPENDIX B.6

### INDOOR RECREATION

The Town of Collingwood operates and maintains several Indoor Recreation facilities, including a Curling Club, several Arenas, and facilities for swimming and skating. The benefits of Indoor Recreation services are deemed to be Town-wide for the purposes of calculating the development charge.

#### **Table 1    2009-2018 Historical Service Levels**

The ten-year historical inventory of capital assets for Indoor Recreation includes a Curling Club, two Arenas, an ice pad and indoor pool. The Central Aquatic Centre, and the Central Park Arena. These facilities total 178,300 square feet and are valued at \$53.77 million. They sit on 7.5 acres of land worth \$6.00 million. In addition, the furniture and equipment associated with these facilities is worth another \$7.02 million.

The total combined value of the inventory of Indoor Recreation capital assets is \$66.78 million. The resulting ten-year historical average service level of \$2,020.61 per capita. When multiplied by the ten-year forecast population growth, this results in a ten-year maximum allowable funding envelope of \$21.46 million. The required ten per cent deduction as per the DCA of \$2.15 million is removed from this amount. The resulting net maximum allowable funding envelope brought forward to the development charges calculation is reduced to \$19.31 million.

Paragraph 5 of s.s.5(1) of the DCA 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" that is "uncommitted". "Excess capacity" is undefined in the DCA, but is considered to relate to the capacity available to meet some or all of the increase in need for service in order to potentially represent a deduction. It is recognized that no "surplus" of capacity exists within Indoor Recreation as the deduction of uncommitted excess capacity would occur as part of conceptual planning and feasibility work associated with planning new facilities.

**Table 2 2019 – 2028 Development-Related Capital Program and Calculation of the Unadjusted Development Charges**

The ten-year development-related capital plan for Indoor Recreation provides for \$245,000 enhancements to the indoor rink in Central Park that would include an ice storage building and rink dressing room improvements. A new multi-purpose facility as identified in the 2019 Park, Recreation and Culture Master Plan will be constructed for \$27.88 million.

In total, the gross project costs are \$28.12 million. No grants or subsidies are anticipated to fund these projects. A 50 per cent “benefit to existing” share of \$122,500 related to the Central Park Indoor Rink has been removed and will be funded by non-DC revenues; the rink is currently an open structure that is not protected from weather, and will need to be replaced with an actual building. The legislated ten per cent discount totals \$2.80 million and is required to be funded from non-DC revenue sources. The total DC eligible costs amount to \$25.20 million, of which \$768,960 will be funded from available DC reserves. Another \$12.22 million is deemed to provide post-period benefit and will be considered for recovery in future DC studies. The remaining \$12.22 million is related to development occurring between 2019 and 2028 and is included in the development charges calculation.

The development-related cost is allocated 100 per cent to residential development, resulting in a per capita unadjusted charge of \$1,024.10.

**Table 3 Cash Flow Analysis**

After cash flow and reserve fund analysis, the residential calculated charge decreases to \$983.60 per capita. This is a reflection of the timing of the capital program and development charges revenues.

The following table summarizes the calculation of the Indoor Recreation development charge.

INDOOR RECREATION SUMMARY						
10-year Hist.	2019 - 2028		Unadjusted		Adjusted	
Service Level	Development-Related Capital Program		Development Charge		Development Charge	
per capita	Total	Net DC Recoverable	\$/capita	\$/sq.m	\$/capita	\$/sq.m
\$2,020.61	\$28,122,374	\$12,215,462	\$1,024.10	\$0.00	\$983.60	\$0.00

120  
APPENDIX B.6  
TABLE 1

TOWN OF COLLINGWOOD  
INVENTORY OF CAPITAL ASSETS  
INDOOR RECREATION

BUILDINGS Facility Name	# of Square Feet										UNIT COST (\$/sq. ft.)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Curling Club	19,700	19,700	19,700	19,700	19,700	19,700	19,700	19,700	19,700	19,700	\$300
Eddie Bush Memorial Arena (EDBM)	66,000	66,000	66,000	66,000	66,000	66,000	66,000	66,000	66,000	66,000	\$300
Collingwood Fitness Centre	24,200	-	-	-	-	-	-	-	-	-	\$110
Ice Pad and Indoor Pool	17,000	17,000	17,000	17,000	17,000	17,000	17,000	17,000	17,000	17,000	\$300
Central Aquatic Centre (CAC)	-	-	-	-	15,000	15,000	15,000	15,000	15,000	15,000	\$330
Central Park Arena (CPA)	-	-	-	-	60,000	60,000	60,000	60,000	60,000	60,000	\$300
Storage for Indoor Recreation Equipment and Vehciles	600	600	600	600	600	600	600	600	600	600	\$10
<b>Total (sq.ft.)</b>	<b>127,500</b>	<b>103,300</b>	<b>103,300</b>	<b>103,300</b>	<b>178,300</b>	<b>178,300</b>	<b>178,300</b>	<b>178,300</b>	<b>178,300</b>	<b>178,300</b>	
<b>Total (\$000)</b>	<b>\$33,478.0</b>	<b>\$30,816.0</b>	<b>\$30,816.0</b>	<b>\$30,816.0</b>	<b>\$53,766.0</b>	<b>\$53,766.0</b>	<b>\$53,766.0</b>	<b>\$53,766.0</b>	<b>\$53,766.0</b>	<b>\$53,766.0</b>	

LAND Facility Name	# of Acres										UNIT COST (\$/acre)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Curling Club	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	\$800,000
Eddie Bush Memorial Arena (EBMA)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$800,000
Collingwood Fitness Centre	0.70	-	-	-	-	-	-	-	-	-	\$800,000
Central Aquatic Centre (CAC)	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	\$800,000
Central Park Arena (CPA)	-	-	-	3.00	3.00	3.00	3.00	3.00	3.00	3.00	\$800,000
<b>Total (acres)</b>	<b>4.20</b>	<b>3.50</b>	<b>3.50</b>	<b>7.50</b>	<b>7.50</b>	<b>7.50</b>	<b>7.50</b>	<b>7.50</b>	<b>7.50</b>	<b>7.50</b>	
<b>Total (\$000)</b>	<b>\$3,360.0</b>	<b>\$2,800.0</b>	<b>\$2,800.0</b>	<b>\$6,000.0</b>	<b>\$6,000.0</b>	<b>\$6,000.0</b>	<b>\$6,000.0</b>	<b>\$6,000.0</b>	<b>\$6,000.0</b>	<b>\$6,000.0</b>	

121  
APPENDIX B.6  
TABLE 1

TOWN OF COLLINGWOOD  
INVENTORY OF CAPITAL ASSETS  
INDOOR RECREATION

FURNITURE & EQUIPMENT		Total Value of Furniture & Equipment (\$)								
Facility Name	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Curling Club	\$1,207,000	\$1,212,000	\$1,217,000	\$1,222,000	\$1,227,000	\$1,232,000	\$1,272,000	\$1,277,000	\$1,282,000	\$1,287,500
Eddie Bush Memorial Arena (EBMA)	\$2,266,500	\$2,271,500	\$2,301,500	\$2,336,500	\$2,366,500	\$2,396,500	\$2,432,500	\$2,462,500	\$2,518,000	\$2,606,000
Central Aquatic Centre (CAC)	\$0	\$0	\$0	\$0	\$2,050,500	\$2,050,500	\$2,155,500	\$2,163,500	\$2,263,500	\$2,328,500
Central Park Arena (CPA)	\$0	\$0	\$0	\$0	\$766,500	\$766,500	\$766,500	\$770,500	\$780,500	\$794,500
<b>Total (\$000)</b>	<b>\$3,473.5</b>	<b>\$3,483.5</b>	<b>\$3,518.5</b>	<b>\$3,558.5</b>	<b>\$6,410.5</b>	<b>\$6,445.5</b>	<b>\$6,626.5</b>	<b>\$6,673.5</b>	<b>\$6,844.0</b>	<b>\$7,016.5</b>



122  
APPENDIX B.6  
TABLE 1

**TOWN OF COLLINGWOOD  
CALCULATION OF SERVICE LEVELS  
INDOOR RECREATION**

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Historic Population	25,054	25,674	26,309	26,608	26,923	27,256	27,608	27,976	29,016	29,540

**INVENTORY SUMMARY (\$000)**

Buildings	\$33,478.0	\$30,816.0	\$30,816.0	\$30,816.0	\$53,766.0	\$53,766.0	\$53,766.0	\$53,766.0	\$53,766.0	\$53,766.0
Land	\$3,360.0	\$2,800.0	\$2,800.0	\$6,000.0	\$6,000.0	\$6,000.0	\$6,000.0	\$6,000.0	\$6,000.0	\$6,000.0
Furniture & Equipment	\$3,473.5	\$3,483.5	\$3,518.5	\$3,558.5	\$6,410.5	\$6,445.5	\$6,626.5	\$6,673.5	\$6,844.0	\$7,016.5
<b>Total (\$000)</b>	<b>\$40,311.5</b>	<b>\$37,099.5</b>	<b>\$37,134.5</b>	<b>\$40,374.5</b>	<b>\$66,176.5</b>	<b>\$66,211.5</b>	<b>\$66,392.5</b>	<b>\$66,439.5</b>	<b>\$66,610.0</b>	<b>\$66,782.5</b>

**SERVICE LEVEL (\$/capita)**

**Average  
Service  
Level**

Buildings	\$1,336.23	\$1,200.28	\$1,171.31	\$1,158.15	\$1,997.03	\$1,972.63	\$1,947.48	\$1,921.86	\$1,852.97	\$1,820.08	\$1,637.80
Land	\$134.11	\$109.06	\$106.43	\$225.50	\$222.86	\$220.14	\$217.33	\$214.47	\$206.78	\$203.11	\$185.98
Furniture & Equipment	\$138.64	\$135.68	\$133.74	\$133.74	\$238.10	\$236.48	\$240.02	\$238.54	\$235.87	\$237.52	\$196.83
<b>Total (\$/capita)</b>	<b>\$1,608.98</b>	<b>\$1,445.02</b>	<b>\$1,411.48</b>	<b>\$1,517.38</b>	<b>\$2,457.99</b>	<b>\$2,429.24</b>	<b>\$2,404.83</b>	<b>\$2,374.87</b>	<b>\$2,295.63</b>	<b>\$2,260.72</b>	<b>\$2,020.61</b>

**TOWN OF COLLINGWOOD  
CALCULATION OF MAXIMUM ALLOWABLE  
INDOOR RECREATION**

<b>10-Year Funding Envelope Calculation</b>	
10 Year Average Service Level 2009 - 2018	\$2,020.61
Net Population Growth 2019 - 2028	10,620
Maximum Allowable Funding Envelope	\$21,459,484
Less: 10% Legislated Reduction	\$2,145,948
<b>Discounted Maximum Allowable Funding Envelope</b>	<b>\$19,313,535</b>

123  
APPENDIX B.6  
TABLE 2

TOWN OF COLLINGWOOD  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
INDOOR RECREATION

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs		
					BTE (%)	Replacement & BTE Shares	10% Reduction		Available DC Reserves	2019-2028	Post 2028
<b>6.0 INDOOR RECREATION</b>											
<b>6.1 Buildings, Land and Equipment</b>											
6.1.1 Central Park Indoor Rink	2019 - 2019	\$ 245,000	\$ -	\$ 245,000	50%	\$ 122,500	\$ 12,250	\$ 110,250	\$ 110,250	\$ -	\$ -
6.1.2 Multi-Purpose Facility	2027 - 2028	\$ 27,877,374	\$ -	\$ 27,877,374	0%	\$ -	\$ 2,787,737	\$ 25,089,637	\$ 658,713	\$ 12,215,462	\$ 12,215,462
Subtotal Buildings, Land and Equipment		\$ 28,122,374	\$ -	\$ 28,122,374		\$ 122,500	\$ 2,799,987	\$ 25,199,887	\$ 768,963	\$ 12,215,462	\$ 12,215,462
<b>TOTAL INDOOR RECREATION</b>		<b>\$ 28,122,374</b>	<b>\$ -</b>	<b>\$ 28,122,374</b>		<b>\$ 122,500</b>	<b>\$ 2,799,987</b>	<b>\$ 25,199,887</b>	<b>\$ 768,963</b>	<b>\$ 12,215,462</b>	<b>\$ 12,215,462</b>

<b>Residential Development Charge Calculation</b>		
Residential Share of 2019 - 2028 DC Eligible Costs	100%	\$12,215,462
10-Year Growth in Population in New Units		11,928
Unadjusted Development Charge Per Capita		<b>\$1,024.10</b>
<b>Non-Residential Development Charge Calculation</b>		
Non-Residential Share of 2019 - 2028 DC Eligible Costs	0%	\$0
10-Year Growth in Square Metres		67,860
Unadjusted Development Charge Per Square Metre		<b>\$0.00</b>

2019 - 2028 Net Funding Envelope	\$19,313,535
Reserve Fund Balance	
Balance as at December 31, 2018	\$768,963

124  
APPENDIX B.6  
TABLE 3

TOWN OF COLLINGWOOD  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
INDOOR RECREATION  
RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)

INDOOR RECREATION	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	TOTAL
OPENING CASH BALANCE	\$0.0	\$779.6	\$1,600.1	\$2,596.4	\$3,644.2	\$4,746.7	\$6,476.4	\$8,362.1	\$10,413.7	\$5,310.4	
2019 - 2028 RESIDENTIAL FUNDING REQUIREMENTS											
- Indoor Recreation: Non Inflated	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6,107.7	\$6,107.7	<b>\$12,215.5</b>
- Indoor Recreation: Inflated	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$7,156.2	\$7,299.3	<b>\$14,455.5</b>
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Units	779	777	903	901	900	1,415	1,472	1,530	1,592	1,659	<b>11,928</b>
REVENUE											
- DC Receipts: Inflated	\$766.2	\$779.5	\$924.1	\$940.5	\$958.2	\$1,536.7	\$1,630.5	\$1,728.7	\$1,834.7	\$1,950.2	<b>\$13,049.3</b>
INTEREST											
- Interest on Opening Balance	\$0.0	\$27.3	\$56.0	\$90.9	\$127.5	\$166.1	\$226.7	\$292.7	\$364.5	\$185.9	<b>\$1,537.5</b>
- Interest on In-year Transactions	\$13.4	\$13.6	\$16.2	\$16.5	\$16.8	\$26.9	\$28.5	\$30.3	(\$146.3)	(\$147.1)	<b>(\$131.3)</b>
TOTAL REVENUE	\$779.6	\$820.5	\$996.3	\$1,047.8	\$1,102.5	\$1,729.7	\$1,885.7	\$2,051.6	\$2,052.8	\$1,988.9	<b>\$14,455.5</b>
CLOSING CASH BALANCE	\$779.6	\$1,600.1	\$2,596.4	\$3,644.2	\$4,746.7	\$6,476.4	\$8,362.1	\$10,413.7	\$5,310.4	\$0.0	

**2019 Adjusted Charge Per Capita** **\$983.60**

**Allocation of Capital Program**

Residential Sector	100.0%
Non-Residential Sector	0.0%

**Rates for 2019**

Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

## **Appendix B.7**

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### **Administration**

## APPENDIX B.7

### ADMINISTRATION

The DCA allows the cost of development-related studies to be included in the calculation of the development charges as long as they are permitted under the legislation. Consistent with s.5(1)7 of the DCA, the eligible development-related capital costs for the provision of studies and permitted Administration expenditures are reduced by ten per cent when calculating the development charges. The benefits of Administration are deemed to be Town-wide for the purposes of calculating the development charge.

#### **Table 1    2019 – 2028 Development-Related Capital Program and Calculation of the Unadjusted Development Charges**

The ten-year development-related capital plan for Administration includes two Development Charges Studies, an Official Plan Update, a Multi-Purpose Facility Feasibility Study, a Library Strategic Plan, a Fire Master Plan, and a Parking Accommodation Study. In addition, a provision for more development-related studies beyond 2024 has been included. The gross project costs total \$815,000. No grants or subsidies have been identified.

A total benefit to existing share of \$45,000 related to the Fire Master Plan has been deducted. The benefit to existing share for this project is 50 per cent, because the existing population will also benefit from the plan. The statutory ten per cent deduction totals \$77,000. Available DC reserve funds of \$54,500 will be applied to the DC eligible costs. The remaining DC costs recoverable for 2019-2028 total \$638,500.

The total 2019-2028 development related cost is allocated 90 per cent to the residential sector and 10 per cent to non-residential development. This yields an unadjusted development charge of \$48.38 per capita and \$0.91 per square metre.

#### **Table 2    Cash Flow Analysis**

After cash flow, the residential calculated charge increases to \$49.15 per capita and the non-residential charge decreases slightly to \$0.90 per square metre. This is a reflection of the timing of the capital program and development charges revenues.

The following table summarizes the calculation of the Administration development charge.

<b>ADMINISTRATION SUMMARY</b>					
2019 - 2028		Unadjusted		Adjusted	
Development-Related Capital Program		Development Charge		Development Charge	
Total	Net DC Recoverable	\$/capita	\$/sq.m	\$/capita	\$/sq.m
\$815,000	\$638,489	\$48.38	\$0.91	\$49.15	\$0.90

128  
APPENDIX B.7  
TABLE 1

TOWN OF COLLINGWOOD  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
ADMINISTRATION

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs		
					BTE (%)	Replacement & BTE Shares	10% Reduction		Available DC Reserves	2019-2028	Post 2028
<b>7.0 ADMINISTRATION</b>											
<b>7.1 Development-Related Studies</b>											
7.1.1 Development Charge Study	2019 - 2019	\$ 40,000	\$ -	\$ 40,000	0%	\$ -	\$ 4,000	\$ 36,000	\$ 36,000	\$ -	\$ -
7.1.2 Official Plan Update	2020 - 2020	\$ 160,000	\$ -	\$ 160,000	0%	\$ -	\$ 16,000	\$ 144,000	\$ 18,511	\$ 125,489	\$ -
7.1.3 Multi-Purpose Facility Feasibility Study	2021 - 2021	\$ 75,000	\$ -	\$ 75,000	0%	\$ -	\$ 7,500	\$ 67,500	\$ -	\$ 67,500	\$ -
7.1.4 Library Strategic Plan	2022 - 2022	\$ 25,000	\$ -	\$ 25,000	0%	\$ -	\$ 2,500	\$ 22,500	\$ -	\$ 22,500	\$ -
7.1.5 Fire Master Plan	2022 - 2022	\$ 90,000	\$ -	\$ 90,000	50%	\$ 45,000	\$ 4,500	\$ 40,500	\$ -	\$ 40,500	\$ -
7.1.6 Parking Accomodation Study	2024 - 2024	\$ 30,000	\$ -	\$ 30,000	0%	\$ -	\$ 3,000	\$ 27,000	\$ -	\$ 27,000	\$ -
7.1.7 Development Charge Study	2024 - 2024	\$ 45,000	\$ -	\$ 45,000	0%	\$ -	\$ 4,500	\$ 40,500	\$ -	\$ 40,500	\$ -
7.1.8 Provision for Future Development-Related Studies	2025 - 2028	\$ 350,000	\$ -	\$ 350,000	0%	\$ -	\$ 35,000	\$ 315,000	\$ -	\$ 315,000	\$ -
Subtotal Development-Related Studies		\$ 815,000	\$ -	\$ 815,000		\$ 45,000	\$ 77,000	\$ 693,000	\$ 54,511	\$ 638,489	\$ -
<b>TOTAL ADMINISTRATION</b>		<b>\$ 815,000</b>	<b>\$ -</b>	<b>\$ 815,000</b>		<b>\$ 45,000</b>	<b>\$ 77,000</b>	<b>\$ 693,000</b>	<b>\$ 54,511</b>	<b>\$ 638,489</b>	<b>\$ -</b>

<b>Residential Development Charge Calculation</b>		
Residential Share of 2019 - 2028 DC Eligible Costs	90%	\$577,038
10-Year Growth in Population in New Units		11,928
Unadjusted Development Charge Per Capita		<b>\$48.38</b>
<b>Non-Residential Development Charge Calculation</b>		
Non-Residential Share of 2019 - 2028 DC Eligible Costs	10%	\$61,451
10-Year Growth in Square Metres		67,860
Unadjusted Development Charge Per Square Metre		<b>\$0.91</b>

Reserve Fund Balance	
Balance as at December 31, 2018	\$54,511

129  
APPENDIX B.7  
TABLE 2

TOWN OF COLLINGWOOD  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
ADMINISTRATION  
RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)

ADMINISTRATION	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	TOTAL
OPENING CASH BALANCE	\$0.0	\$39.0	(\$38.5)	(\$58.4)	(\$75.4)	(\$30.8)	(\$22.9)	(\$22.8)	(\$19.3)	(\$12.0)	
2019 - 2028 RESIDENTIAL FUNDING REQUIREMENTS											
- Administration: Non Inflated	\$0.0	\$113.4	\$61.0	\$56.9	\$0.0	\$61.0	\$71.2	\$71.2	\$71.2	\$71.2	<b>\$577.0</b>
- Administration: Inflated	\$0.0	\$115.7	\$63.5	\$60.4	\$0.0	\$67.4	\$80.1	\$81.8	\$83.4	\$85.1	<b>\$637.3</b>
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Units	779	777	903	901	900	1,415	1,472	1,530	1,592	1,659	<b>11,928</b>
REVENUE											
- DC Receipts: Inflated	\$38.3	\$39.0	\$46.2	\$47.0	\$47.9	\$76.8	\$81.5	\$86.4	\$91.7	\$97.5	<b>\$652.1</b>
INTEREST											
- Interest on Opening Balance	\$0.0	\$1.4	(\$2.1)	(\$3.2)	(\$4.1)	(\$1.7)	(\$1.3)	(\$1.3)	(\$1.1)	(\$0.7)	<b>(\$14.0)</b>
- Interest on In-year Transactions	\$0.7	(\$2.1)	(\$0.5)	(\$0.4)	\$0.8	\$0.2	\$0.0	\$0.1	\$0.1	\$0.2	<b>(\$0.8)</b>
TOTAL REVENUE	\$39.0	\$38.2	\$43.6	\$43.4	\$44.6	\$75.3	\$80.2	\$85.2	\$90.8	\$97.0	<b>\$637.3</b>
CLOSING CASH BALANCE	\$39.0	(\$38.5)	(\$58.4)	(\$75.4)	(\$30.8)	(\$22.9)	(\$22.8)	(\$19.3)	(\$12.0)	\$0.0	

**2019 Adjusted Charge Per Capita** **\$49.15**

**Allocation of Capital Program**

Residential Sector	90.4%
Non-Residential Sector	9.6%

**Rates for 2019**

Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%



130  
APPENDIX B.7  
TABLE 2

TOWN OF COLLINGWOOD  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
ADMINISTRATION  
NON-RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)

ADMINISTRATION	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	TOTAL
OPENING CASH BALANCE	\$0.00	\$5.96	(\$0.30)	(\$0.89)	(\$0.99)	\$5.70	\$5.54	\$4.18	\$2.80	\$1.40	
2019 - 2028 NON-RESIDENTIAL FUNDING REQUIREMENTS											
- Administration: Non Inflated	\$0.0	\$12.1	\$6.5	\$6.1	\$0.0	\$6.5	\$7.6	\$7.6	\$7.6	\$7.6	<b>\$61.5</b>
- Administration: Inflated	\$0.0	\$12.3	\$6.8	\$6.4	\$0.0	\$7.2	\$8.5	\$8.7	\$8.9	\$9.1	<b>\$67.9</b>
NON-RESIDENTIAL SPACE GROWTH											
- Growth in Square Metres	6,480	6,540	6,600	6,660	6,780	6,840	6,900	6,960	7,020	7,080	<b>67,860</b>
REVENUE											
- DC Receipts: Inflated	\$5.9	\$6.0	\$6.2	\$6.4	\$6.6	\$6.8	\$7.0	\$7.2	\$7.4	\$7.6	<b>\$67.2</b>
INTEREST											
- Interest on Opening Balance	\$0.0	\$0.2	(\$0.0)	(\$0.0)	(\$0.1)	\$0.2	\$0.2	\$0.1	\$0.1	\$0.0	<b>\$0.8</b>
- Interest on In-year Transactions	\$0.1	(\$0.2)	(\$0.0)	(\$0.0)	\$0.1	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	(\$0.0)	<b>(\$0.1)</b>
TOTAL REVENUE	\$6.0	\$6.1	\$6.2	\$6.3	\$6.7	\$7.0	\$7.2	\$7.3	\$7.5	\$7.7	<b>\$67.9</b>
CLOSING CASH BALANCE	\$6.0	(\$0.3)	(\$0.9)	(\$1.0)	\$5.7	\$5.5	\$4.2	\$2.8	\$1.4	\$0.0	

2019 Adjusted Charge Per Square Metre

**\$0.90**

**Allocation of Capital Program**

Residential Sector 90.4%

Non-Residential Sector 9.6%

**Rates for 2019**

Inflation Rate 2.0%

Interest Rate on Positive Balances 3.5%

Interest Rate on Negative Balances 5.5%

## **Appendix B.8**

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### **Transit Services**

## Appendix B.8

### TRANSIT SERVICES

This appendix provides details of the Transit Services ridership forecast and capital program used in the 2019 DC Background Study for the Town of Collingwood. The forecast method and key assumptions are discussed and the results of the forecasts are presented in the following sections.

The Town of Collingwood's Colltrans public transit system runs three regularly scheduled routes as well as transit links that connect the Town of the Blue Mountains, the Town of Collingwood, and the Town of Wasaga Beach. The anticipated ridership of the system and the related capital program requirements are discussed further in the following sections. The benefits of Transit Services are deemed to be Town-wide for the purposes of calculating the development charge.

#### Transit Ridership

In accordance with the *Development Charges Act*, Transit services must be based on a "planned level of service" rather than the "10-year historical average level of service". For the purposes of determining the "planned level of service" for transit, the Town's Transit service development-related capital program have been informed based on existing and proposed capital budget documents and discussions with staff.

In addition, any background study that incorporates Transit services into the calculation must now include the following:

- An assessment of ridership forecast for **all modes** of transit and whether ridership is generated from existing or planned development (O.Reg. 82/98 s.8(2)4).
- An assessment of ridership capacity for **all modes** of transit over the 10-year forecast period (O. Reg. 82/98 s.8(2)4).

Using historical ridership data on the number of annual trips (one-way) over the 2012 to 2018 period and the projected trips for 2019, a ridership forecast was calculated for the DC planning period of 2019-2028. The table below shows that ridership is expected to grow by approximately 7 per cent each year.

Year	Annual Transit Ridership	% Increase
2012	169,467	
2013	196,218	15.8%
2014	223,559	13.9%
2015	214,515	-4.0%
2016	210,619	-1.8%
2017	207,442	-1.5%
2018	229,461	10.6%
2019	264,906	15.4%
<b>Average</b>		<b>6.9%</b>

As the Town does not have an identified transit mode share, no formal ridership forecast exists. However, through discussions with staff, it was determined that the historical average ridership increase of 6.9 per cent per annum would be a reasonable estimate of anticipated future ridership over the future planning period. In particular, this estimate reflects the planned expansion of transit infrastructure as identified in the capital program. Using an assumption of 6.9 per cent per annum over the future ten year planning period, the Town's annual transit ridership is anticipated to increase from 229,461 in 2018 to 483,582 in 2028, an increase of 254,121 ridership over the 2019-2028 period.

The following table provides a summary of the allocations used to arrive at the benefit to existing and in-period share calculations for the Transit projects identified in the capital program.

### Transit Ridership Allocations

Using the ridership forecast shown in the previous table, the benefit to existing share is calculated based on the 2018 ridership plus the growth in 2019-2028 ridership (254,121). This results in a total of 483,582 trips over the 2018-2028 period. Of the total trips, 47% is attributed to the existing population in the Town and the remaining 53% is attributed to new development occurring over the planning period.

<b>Transit DC Capital Program Allocations</b>			
Allocation	Year	Annual Ridership	Allocation %
BTE	2018	229,461	47%
In Period Growth	2019-2028	254,121	53%
<b>Total</b>		<b>483,582</b>	<b>100%</b>

**Table 2 2019 – 2028 Development-Related Capital Program and Calculation of the Unadjusted Development Charges**

The capital program for Transit Services includes three new \$440,000 30 ft transit busses to service new development. In addition, the capital program includes \$70,000 for new bus shelters and \$60,000 for a Transit Study related to future needs of development. The gross development-related capital program totals \$1.45 million.

\$40,000 in other funding is expected as the Towns of The Blue Mountains and Wasaga Beach will contribute to the Transit Study. A benefit to existing share of \$33,220 is expected, related to the bus shelters. The share is 47 per cent based on the benefit to existing share calculated based on shares of anticipated ridership. No benefit to existing share is applied to the acquisition of buses, as these are net new assets required to service new ridership. Under the changes to the DCA, transit services are not subject to a ten per cent deduction. The resulting DC eligible costs total \$1.38 million. After the reserve fund balance of \$10,100 is applied, the remaining \$1.37 million will be eligible for DC recovery in the 2019-2028 time period.

The \$1.37 million is allocated 90 per cent to residential development and 10 per cent to non-residential development, resulting in an unadjusted development charge of \$103.55 per capita and an unadjusted non-residential charge of \$1.94 per square metre.

**Table 3 Cash Flow Analysis**

After cash flow analysis, the residential charge increases to \$109.17 per capita and the non-residential charge increases to \$2.00 per square metre. This is a reflection of the timing of the capital program and development charges revenues.

The following table summarizes the calculation of the Transit Services development charge.

<b>TRANSIT SERVICES SUMMARY</b>					
2019 - 2028		Unadjusted		Adjusted	
Development-Related Capital Program		Development Charge		Development Charge	
Total	Net DC Recoverable	\$/capita	\$/sq.m	\$/capita	\$/sq.m
\$1,450,000	\$1,366,708	\$103.55	\$1.94	<b>\$109.17</b>	<b>\$2.00</b>

135  
APPENDIX B.8  
TABLE 2

TOWN OF COLLINGWOOD  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
TRANSIT SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs		
					BTE (%)	Replacement & BTE Shares	0% Reduction		Available DC Reserves	2019-2028	Post 2028
<b>8.0 TRANSIT SERVICES</b>											
<b>8.1 Vehicles</b>											
8.1.1 30 ft Low Floor Transit Bus	2021 - 2021	\$ 440,000	\$ -	\$ 440,000	0%	\$ -	\$ -	\$ 440,000	\$ 10,077	\$ 429,923	\$ -
8.1.2 30 ft Low Floor Transit Bus	2022 - 2022	\$ 440,000	\$ -	\$ 440,000	0%	\$ -	\$ -	\$ 440,000	\$ -	\$ 440,000	\$ -
8.1.3 30 ft Low Floor Transit Bus	2026 - 2026	\$ 440,000	\$ -	\$ 440,000	0%	\$ -	\$ -	\$ 440,000	\$ -	\$ 440,000	\$ -
Subtotal Vehicles		\$ 1,320,000	\$ -	\$ 1,320,000		\$ -	\$ -	\$ 1,320,000	\$ 10,077	\$ 1,309,923	\$ -
<b>8.2 Equipment</b>											
8.2.1 Additional Bus Shelters (0.5 per year)	2019 - 2028	\$ 70,000	\$ -	\$ 70,000	47%	\$ 33,215	\$ -	\$ 36,785	\$ -	\$ 36,785	\$ -
Subtotal Equipment		\$ 70,000	\$ -	\$ 70,000		\$ 33,215	\$ -	\$ 36,785	\$ -	\$ 36,785	\$ -
<b>8.3 Studies</b>											
8.3.1 Transit Study - Growth-Related Needs	2020 - 2022	\$ 60,000	\$ 40,000	\$ 20,000	0%	\$ -	\$ -	\$ 20,000	\$ -	\$ 20,000	\$ -
Subtotal New Projects		\$ 60,000	\$ 40,000	\$ 20,000		\$ -	\$ -	\$ 20,000	\$ -	\$ 20,000	\$ -
<b>TOTAL TRANSIT SERVICES</b>		<b>\$ 1,450,000</b>	<b>\$ 40,000</b>	<b>\$ 1,410,000</b>		<b>\$ 33,215</b>	<b>\$ -</b>	<b>\$ 1,376,785</b>	<b>\$ 10,077</b>	<b>\$ 1,366,708</b>	<b>\$ -</b>

<b>Residential Development Charge Calculation</b>		
Residential Share of 2019 - 2028 DC Eligible Costs	90%	\$1,235,170
10-Year Growth in Population in New Units		11,928
Unadjusted Development Charge Per Capita		<b>\$103.55</b>
<b>Non-Residential Development Charge Calculation</b>		
Non-Residential Share of 2019 - 2028 DC Eligible Costs	10%	\$131,538
10-Year Growth in Square Metres		67,860
Unadjusted Development Charge Per Square Metre		<b>\$1.94</b>

<b>2019 DC Study Allocations</b>			
<b>Allocation</b>	<b>Year</b>	<b>Ridership</b>	<b>%</b>
BTE	<b>2018</b>	229,461	47%
In-Period (Growth)	<b>2019-2028</b>	254,121	53%
<b>Total</b>		<b>483,582</b>	<b>100%</b>

Reserve Fund Balance	
Balance as at December 31, 2018	\$10,077

136  
APPENDIX B.8  
TABLE 3

TOWN OF COLLINGWOOD  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
TRANSIT SERVICES  
RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)

TRANSIT SERVICES	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	TOTAL
OPENING CASH BALANCE	\$0.00	\$83.15	\$164.39	(\$149.83)	(\$494.61)	(\$417.27)	(\$270.42)	(\$104.97)	(\$386.87)	(\$204.92)	
2019 - 2028 RESIDENTIAL FUNDING REQUIREMENTS											
- Transit Services: Non Inflated	\$3.3	\$9.3	\$397.9	\$407.0	\$3.3	\$3.3	\$3.3	\$401.0	\$3.3	\$3.3	<b>\$1,235.2</b>
- Transit Services: Inflated	\$3.3	\$9.5	\$414.0	\$431.9	\$3.6	\$3.7	\$3.7	\$460.6	\$3.9	\$4.0	<b>\$1,338.2</b>
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Units	779	777	903	901	900	1,415	1,472	1,530	1,592	1,659	<b>11,928</b>
REVENUE											
- DC Receipts: Inflated	\$85.0	\$86.5	\$102.6	\$104.4	\$106.3	\$170.5	\$181.0	\$191.9	\$203.6	\$216.4	<b>\$1,448.3</b>
INTEREST											
- Interest on Opening Balance	\$0.0	\$2.9	\$5.8	(\$8.2)	(\$27.2)	(\$22.9)	(\$14.9)	(\$5.8)	(\$21.3)	(\$11.3)	<b>(\$102.9)</b>
- Interest on In-year Transactions	\$1.4	\$1.3	(\$8.6)	(\$9.0)	\$1.8	\$2.9	\$3.1	(\$7.4)	\$3.5	\$3.7	<b>(\$7.2)</b>
TOTAL REVENUE	\$86.5	\$90.8	\$99.8	\$87.1	\$80.9	\$150.5	\$169.2	\$178.7	\$185.8	\$208.9	<b>\$1,338.2</b>
CLOSING CASH BALANCE	\$83.1	\$164.4	(\$149.8)	(\$494.6)	(\$417.3)	(\$270.4)	(\$105.0)	(\$386.9)	(\$204.9)	\$0.0	

**2019 Adjusted Charge Per Capita** **\$109.17**

**Allocation of Capital Program**

Residential Sector	90.4%
Non-Residential Sector	9.6%

**Rates for 2019**

Inflation Rate:	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

137  
APPENDIX B.8  
TABLE 3

TOWN OF COLLINGWOOD  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
TRANSIT SERVICES  
NON-RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)

TRANSIT SERVICES	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	TOTAL
OPENING CASH BALANCE	\$0.00	\$12.82	\$25.80	(\$4.49)	(\$37.49)	(\$25.02)	(\$11.43)	\$3.34	(\$30.53)	(\$15.90)	
2019 - 2028 NON-RESIDENTIAL FUNDING REQUIREMENTS											
- Transit Services: Non Inflated	\$0.4	\$1.0	\$42.4	\$43.3	\$0.4	\$0.4	\$0.4	\$42.7	\$0.4	\$0.4	<b>\$131.5</b>
- Transit Services: Inflated	\$0.4	\$1.0	\$44.1	\$46.0	\$0.4	\$0.4	\$0.4	\$49.1	\$0.4	\$0.4	<b>\$142.5</b>
NON-RESIDENTIAL SPACE GROWTH											
- Growth in Square Metres	6,480	6,540	6,600	6,660	6,780	6,840	6,900	6,960	7,020	7,080	<b>67,860</b>
REVENUE											
- DC Receipts: Inflated	\$13.0	\$13.3	\$13.7	\$14.1	\$14.7	\$15.1	\$15.5	\$16.0	\$16.4	\$16.9	<b>\$148.8</b>
INTEREST											
- Interest on Opening Balance	\$0.0	\$0.4	\$0.9	(\$0.2)	(\$2.1)	(\$1.4)	(\$0.6)	\$0.1	(\$1.7)	(\$0.9)	<b>(\$5.4)</b>
- Interest on In-year Transactions	\$0.2	\$0.2	(\$0.8)	(\$0.9)	\$0.2	\$0.3	\$0.3	(\$0.9)	\$0.3	\$0.3	<b>(\$0.8)</b>
TOTAL REVENUE	\$13.2	\$14.0	\$13.8	\$13.0	\$12.9	\$14.0	\$15.2	\$15.2	\$15.0	\$16.3	<b>\$142.5</b>
CLOSING CASH BALANCE	\$12.8	\$25.8	(\$4.5)	(\$37.5)	(\$25.0)	(\$11.4)	\$3.3	(\$30.5)	(\$15.9)	\$0.0	

2019 Adjusted Charge Per Square Metre

**\$2.00**

**Allocation of Capital Program**

Residential Sector 90.4%

Non-Residential Sector 9.6%

**Rates for 2019**

Inflation Rate 2.0%

Interest Rate on Positive Balances 3.5%

Interest Rate on Negative Balances 5.5%



## Appendix C

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### Engineered Services Technical Appendix

## **Appendix C**

### **Engineered Services Technical Appendix Introduction and Overview**

The Engineering Division ensures that the Town's municipal services such as Roads and Related, Water Services and Wastewater Services are designed for the appropriate protection, health and quality of life of the public, and good engineering practices. The department also provides review and inspection services to facilitate new development and to maintain service standards to sustain the existing infrastructure.

This appendix provides a brief outline of the engineered services that are included in the Development Charges Study: Roads and Related, Water Services and Wastewater Services. The following tables set out the capital program and the calculation of the development charge for engineered services. The cost, quantum and description of the projects included in the forecast are based upon servicing plans from the Town's engineering staff. This appendix includes all engineering projects that will meet the servicing demands within the Town.

The development-related engineering infrastructure projects are required to service the demands of population and employment growth from 2019 to 2031.

Consistent with the Town's historical practice, a separate study has been prepared by Tatham Engineering which identifies DC eligible engineered infrastructure (e.g. Roads and Related, Water and Wastewater Services), including cost estimates, timing and allocations (e.g. benefit to existing, in-period and post-period). These projects have been reflected in the DC Background Study. A copy of the report is provided in Appendix H. When comparing between Appendix C and Appendix H tables, refer to project names rather than project numbers.

## Appendix C.1

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### Roads

## Appendix C.1

### Roads and Related

**Table 1      2009-2018 Historical Service Levels**

Public Works assets are included in the Roads and Related inventory. Public Works occupies 59,930 square feet of space, including offices, shops, storage containers, and other structures, valued at \$6.11 million. These facilities occupy 12.72 acres of land valued at \$6.69 million. The furniture and equipment contained within these facilities are valued at \$629,300. In addition, the Public Works fleet numbers 56 vehicles worth \$5.96 million and the department contracts out four plows at a cost of \$850,000.

Table 1 demonstrates that the Town's current road infrastructure is comprised of 22 kilometres of rural collector roads, 15 kilometres of urban collector roads, 28 kilometres of semi-urban arterial roads and 40 kilometres of urban arterial roads. The service level also includes 82 kilometres of sidewalks, 26 sets of traffic signals and 21 bridges and culverts.

The total inventory of Roads and Related capital assets has a full replacement value of \$147.18 million. This produces a ten-year historical service level of \$3,961.86 per capita and employment. The resulting maximum allowable funding envelope is \$66.86 million ( $\$3,961.86 \times 16,877$  net population and employment growth to 2031).

Paragraph 5 of s.s.5(1) of the DCA 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" that is "uncommitted". "Excess capacity" is undefined in the DCA, but is considered to relate to the capacity available to meet some or all of the increase in need for service in order to potentially represent a deduction. It is recognized that no "surplus" of capacity exists within Roads & Related as the deduction of uncommitted excess capacity would occur as part of conceptual planning and feasibility work associated with planning new roadworks and facilities.

## Table 2      2019 – 2031 Development-Related Capital Program

Table 2 provides a summary of the development-related capital program for Roads and Related services.

As shown in Table 2, the gross Roads and Related capital program totals \$81.56 million. This includes \$64.10 million in road widening and upgrade projects and another \$5.07 million in intersection improvements such as turning lanes and signalizations. The capital program also contains \$7.30 million of sidewalk projects and \$1.50 million for development-related vehicles.

An outstanding credit for a development adds another \$130,150 to the capital program. In addition, there will be two Transportation Master Plan updates during the 2019-2031 period, each costing \$50,000. A provision for Class EAs and Studies is estimated to be \$450,000 across the period.

There are also several provisions for Public Works projects. An expansion of the Public Works headquarter building to accommodate staff from Water Services as well as future Public Works staff will cost \$1.61 million<sup>1</sup>, an expansion of the 545 Tenth Line facility will be another \$315,000 and a provision for new storage space of \$15,000. In addition, \$960,000 has been allocated for sidewalk repairs over the 2019-2025 period.

Some offsetting grants and contributions are expected: \$501,800 from the government for a road extension, \$233,100 from the Ministry of Transportation for a signalization project, and \$288,000 from a developer for intersection improvements. The net municipal cost after those deductions is \$80.53 million.

Approximately \$17.37 million is removed from the calculation due to benefit to existing and replacement shares. Benefit to existing shares for roads and sidewalk projects have been provided by Town staff and consultants from Tatham Engineering (see Appendix H for additional details). The benefit to existing share for the expansion of the Public Works headquarters of 86 per

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<sup>1</sup> Costs related to this facility are split based on the number of Public Works and Water Services staff. A portion of the project is also included for recovery in the Water Services capital program.

cent represents the incremental increase in square footage over the total expected square footage.

The Roads and Related reserve fund balance of \$4.49 million has been applied to projects occurring early in the 2019-2031 period. The portion of projects slated to benefit growth beyond 2031 are removed from the DC calculation and are deemed as the post-period benefit share (see Appendix H for additional details). The share of these works amount to \$15.64 million and will be considered for recovery in subsequent by-law reviews. The DC recoverable share is then reduced to \$43.03 million.

### Table 3 Calculation of the Unadjusted Development Charges

Table 3 displays the DC recoverable costs apportioned to the residential and non-residential sectors: 90 per cent to residential and 10 per cent to the non-residential, based on shares of anticipated shares of population and employment growth. The residential sector's share of \$38.89 million in development-related net capital costs yields an "unadjusted" development charge of \$2,245.33 per capita. The non-residential sector's share of \$4.14 million in development-related net capital costs results in an unadjusted charge of \$46.26 per square metre of GFA for the non-residential sector.

### Table 4 Cash Flow Analysis

After cash flow and reserve fund analysis, the residential and non-residential calculated charges both increase to \$2,338.94 per capita and \$46.95 per square metre, respectively. This is a reflection of the timing of the capital program and development charges revenues.

The following table summarizes the calculation of the Roads and Related development charge:

ROADS AND RELATED SUMMARY					
2019 - 2028		Unadjusted		Adjusted	
Development-Related Capital Program		Development Charge		Development Charge	
Total	Net DC Recoverable	\$/capita	\$/sq.m	\$/capita	\$/sq.m
\$81,557,650	\$43,033,066	\$2,245.33	\$46.26	\$2,338.94	\$46.95

144  
APPENDIX B.5  
TABLE 1

**TOWN OF COLLINGWOOD  
INVENTORY OF CAPITAL ASSETS  
ROADS AND RELATED  
PUBLIC WORKS**

BUILDINGS Facility Name	# of Square Feet										UNIT COST (\$/sq.ft.)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Office - 507 Tenth Line N (Public Works Portion Only) <sup>1</sup>	-	-	-	1,949	1,949	1,949	1,949	1,949	1,949	1,949	\$200
Shop - 507 Tenth Line N (Public Works Portion Only) <sup>2</sup>	-	-	-	6,270	6,270	6,270	6,270	6,270	6,270	6,270	\$150
Office - 545 Tenth Line N (Public Works Portion Only) <sup>3</sup>	4,720	4,720	4,720	5,600	5,600	5,600	5,600	5,600	5,600	5,600	\$200
Shop - 545 Tenth Line N (Public Works Portion Only) <sup>4</sup>	10,320	10,320	10,320	12,600	12,600	12,600	12,600	12,600	12,600	12,600	\$150
Sign Shed	600	600	600	600	600	600	600	600	600	600	\$100
Salt Shed	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	\$100
Sand Dome	8,176	8,176	8,176	8,176	8,176	8,176	8,175	8,176	8,176	8,176	\$30
Storage Containers	-	-	-	-	-	-	6,400	9,600	16,000	16,000	\$10
Offices - Water - Stewart Road	2,415	2,415	2,415	2,415	2,415	2,415	2,415	2,415	2,415	2,415	\$200
Shop - Water - Stewart Road	3,745	3,745	3,745	3,745	3,745	3,745	3,745	3,745	3,745	3,745	\$150
Unheated Storage - Stewart Road	1,175	1,175	1,175	1,175	1,175	1,175	1,175	1,175	1,175	1,175	\$100
<b>Total (#)</b>	<b>32,551</b>	<b>32,551</b>	<b>32,551</b>	<b>43,930</b>	<b>43,930</b>	<b>43,930</b>	<b>50,329</b>	<b>53,530</b>	<b>59,930</b>	<b>59,930</b>	
<b>Total (\$000)</b>	<b>\$4,099.5</b>	<b>\$4,099.5</b>	<b>\$4,099.5</b>	<b>\$5,947.8</b>	<b>\$5,947.8</b>	<b>\$5,947.8</b>	<b>\$6,011.8</b>	<b>\$6,043.8</b>	<b>\$6,107.8</b>	<b>\$6,107.8</b>	

(1) Shared 60% Outdoor Rec and 40% Public Works

(2) Shared 50% Outdoor Rec and 50% Public Works

(3) Shared 16% Outdoor Rec and 84% Public works

(4) Shared 18% Outdoor Rec and 82% Public Works

LAND Facility Name	# of Acres										UNIT COST (\$/acre)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Office & Shop - 507 Tenth Line N (Public Works Portion Only) <sup>1</sup>	-	-	-	2.36	2.36	2.36	2.36	2.36	2.36	2.36	\$526,000
Works Yard - 545 Tenth Line (Public Works Portion Only) <sup>2</sup>	8.26	8.26	8.26	10.00	10.00	10.00	10.00	10.00	10.00	10.00	\$526,000
Land - Water - Stewart Road	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	\$526,000
<b>Total (acres)</b>	<b>8.62</b>	<b>8.62</b>	<b>8.62</b>	<b>12.72</b>	<b>12.72</b>	<b>12.72</b>	<b>12.72</b>	<b>12.72</b>	<b>12.72</b>	<b>12.72</b>	
<b>Total (\$000)</b>	<b>\$4,534.1</b>	<b>\$4,534.1</b>	<b>\$4,534.1</b>	<b>\$6,690.7</b>	<b>\$6,690.7</b>	<b>\$6,690.7</b>	<b>\$6,690.7</b>	<b>\$6,690.7</b>	<b>\$6,690.7</b>	<b>\$6,690.7</b>	

(1) Land area is based on shares of gross floor area associated with Outdoor Rec (3,160 sf or 17%) and Public Works (15,040 sf or 83%)

(2) Land area is based on shares of gross floor area associated with Outdoor Rec (9,193 sf or 53%) and Public Works (8,219 sf or 47%)

FURNITURE AND EQUIPMENT Description	Total Value of Furniture & Equipment (\$000)									
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Public Works Office Building - 545 Tenth Line	\$236,000	\$236,000	\$236,000	\$280,000	\$280,000	\$280,000	\$280,000	\$280,000	\$280,000	\$280,000
Office - 507 Tenth Line N - Shared 60% Parks / 40% PW	\$0	\$0	\$0	\$38,976	\$38,976	\$38,976	\$38,976	\$38,976	\$38,976	\$38,976
Shop - 507 Tenth Line N - Shared 50% Parks / 50% PW	\$0	\$0	\$0	\$125,400	\$125,400	\$125,400	\$125,400	\$125,400	\$125,400	\$125,400
Offices - Water - Stewart Road	\$72,450	\$72,450	\$72,450	\$72,450	\$72,450	\$72,450	\$72,450	\$72,450	\$72,450	\$72,450
Shop - Water - Stewart Road	\$112,350	\$112,350	\$112,350	\$112,350	\$112,350	\$112,350	\$112,350	\$112,350	\$112,350	\$112,350
Emergency Generator	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120	\$120
<b>Total (\$000)</b>	<b>\$420.8</b>	<b>\$420.8</b>	<b>\$420.8</b>	<b>\$629.2</b>	<b>\$629.2</b>	<b>\$629.2</b>	<b>\$629.2</b>	<b>\$629.2</b>	<b>\$629.3</b>	<b>\$629.3</b>

145  
APPENDIX B.5  
TABLE 1

TOWN OF COLLINGWOOD  
INVENTORY OF CAPITAL ASSETS  
ROADS AND RELATED  
PUBLIC WORKS

FLEET Description	# of Vehicles										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
2004 Ford F150 1/2 Ton Pickup 301	1	1	1	1	1	1	1	1	1	1	\$35,000
1996 Chev 1/2 Ton Pickup	1	-	-	-	-	-	-	-	-	-	\$35,000
2007 Ford F150 1/2 Ton Pickup 303	1	1	1	1	1	1	1	1	-	-	\$35,000
2000 Dodge 1/2 Ton Pickup 304	1	1	1	1	1	1	-	-	-	-	\$35,000
2006 Sterling Plow/Dump/Sander 305	1	1	1	1	1	1	1	1	1	1	\$180,000
2002 Ford 1 Ton Dump 306	1	1	1	1	1	1	1	1	1	-	\$35,000
2000 Dodge 1/2 Ton Pickup 307	1	1	1	-	-	-	-	-	-	-	\$35,000
2004 Chevrolet Silverado 1 Ton 308	1	1	1	-	-	-	-	-	-	-	\$60,000
2007 Ford F150 1/2 Ton Pickup 324	1	1	1	1	1	1	1	1	1	1	\$35,000
1996 Ford 5 Ton Dump and Viking Sander	1	1	-	-	-	-	-	-	-	-	\$180,000
2001 International Plow/Sander 311	1	1	1	1	1	1	1	-	-	-	\$180,000
2001 International 5 Ton Dump and Snowplow 312	1	1	1	1	1	1	1	1	1	1	\$180,000
2006 Sterling Dump Plow 314	1	1	1	1	1	1	1	1	1	1	\$180,000
1996 Ford 5 Ton Dump and Snowplow	1	-	-	-	-	-	-	-	-	-	\$180,000
2007 Sterling Plow 316	1	1	1	1	1	1	1	1	1	1	\$180,000
1995 Ford 5 Ton Dump, Snowplow and Flusher	1	-	-	-	-	-	-	-	-	-	\$180,000
2003 Freightliner Tandem 318	1	1	1	1	1	1	1	1	1	1	\$225,000
2003 Ford Escape SUV 354	1	1	1	1	1	1	1	1	-	-	\$28,000
2007 Sterling Sander with Slush Blade 323	1	1	1	1	1	1	1	1	1	1	\$225,000
2007 Ford F150 Pickup 309	1	1	1	1	1	1	1	1	1	1	\$35,000
2007 Jeep Patriot 339	-	-	-	-	-	-	-	1	1	1	\$28,000
2007 Ford Escape XLT 4 Wheel Drive 356	-	-	-	-	-	-	1	1	1	1	\$28,000
2008 Jeep Compass 355	1	1	1	1	1	1	1	1	1	1	\$28,000
2008 Sterling Vactor Sewer Flusher 319	1	1	1	1	1	1	1	1	1	1	\$550,000
2009 Ford F150 Pickup 326	-	1	1	1	1	1	1	1	1	1	\$35,000
2009 Chevrolet Silverado W/T 327	-	1	1	1	1	1	1	1	1	1	\$35,000
2010 Freightliner Plow/Dump 315	-	-	1	1	1	1	1	1	1	1	\$180,000
2010 Ford Escape 354	-	-	-	-	-	-	-	-	-	1	\$28,000
2011 Dodge Pickup 302	-	-	-	1	1	1	1	1	1	1	\$35,000
2011 Dodge Pickup 328	-	-	-	1	1	1	1	1	1	1	\$35,000
2011 Ford F450 Dump 308	-	-	-	1	1	1	1	1	1	1	\$60,000
2011 Ford F450 Dump 329	-	-	-	1	1	1	1	1	1	1	\$60,000
2012 International Durastar 4400 Hook Lift/ Flat Deck / Sander 310	-	-	-	-	1	1	1	1	1	1	\$150,000
2012 International 7400 SFA 4X2 Plow / Comb. Sander / Dump 317	-	-	-	-	1	1	1	1	1	1	\$180,000
2014 Chevrolet Silverado 304	-	-	-	-	-	1	1	1	1	1	\$35,000
2014 Chevrolet Silverado 307	-	-	-	-	-	1	1	1	1	1	\$35,000
2016 Freightliner 114 SD Tandem Sander 332	-	-	-	-	-	-	-	-	1	1	\$225,000
2016 Freightliner 114SD Tandem Plow Sander 311	-	-	-	-	-	-	-	-	1	1	\$275,000
2016 Ford F150 Pick-up 340	-	-	-	-	-	-	-	1	1	1	\$35,000



**TOWN OF COLLINGWOOD  
INVENTORY OF CAPITAL ASSETS  
ROADS AND RELATED  
PUBLIC WORKS**

FLEET	# of Vehicles										UNIT COST
Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	(\$/unit)
2017 Freightliner 114 SD Tandem Sander 321	-	-	-	-	-	-	-	-	-	1	\$225,000
2017 Ford Escape SUV 352	-	-	-	-	-	-	-	-	1	1	\$28,000
2018 Ford F150 1/2 Ton Pick-up 301	-	-	-	-	-	-	-	-	-	1	\$35,000
2018 Ford F150 1/2 Ton Pick-up 303	-	-	-	-	-	-	-	-	-	1	\$35,000
2018 Dodge Ram 5500 Dump 306	-	-	-	-	-	-	-	-	-	1	\$60,000
2018 Ford F150 1/2 Ton Pick-up 324	-	-	-	-	-	-	-	-	-	1	\$35,000
2018 Ford F150 1/2 Ton Pick-up 335	-	-	-	-	-	-	-	-	-	1	\$35,000
1993 John Deere 544 G Wheel Loader	1	1	1	1	1	1	1	1	1	1	\$220,000
2005 Toromont CAT 928G Wheel Loader and Forks	1	1	1	1	1	1	-	-	-	-	\$220,000
2007 John Deere Backhoe-Loader 410 G	1	1	1	1	1	1	1	1	1	1	\$200,000
1990 Champion 730A Road Grader	1	1	1	1	1	1	1	1	1	1	\$150,000
2002 Rhino Disc Mower	1	1	1	-	-	-	-	-	-	-	\$15,000
2004 Johnston 3000 Sweeper	1	-	-	-	-	-	-	-	-	-	\$240,000
1966 Thompson Steam Jenny	1	1	1	1	1	1	1	1	1	1	\$30,000
1982 Canox 300 Amp Portable Welder	1	1	1	1	1	1	1	1	1	1	\$5,000
2003 Trackless Tractor, Blower, and Sidewalk Sander	1	1	1	1	1	1	1	1	-	-	\$130,000
2007 Sidewalk Plow - MacLean Engineering	1	1	1	1	1	1	1	1	1	1	\$130,000
2000 Trackless Tractor, Blower, and Sidewalk Sander	1	1	1	-	-	-	-	-	-	-	\$130,000
1983 Eeger Beaver Brush Chipper	1	1	1	1	1	1	1	1	1	1	\$50,000
2008 Macleans Sidewalk Plow	1	1	1	1	1	1	1	1	1	1	\$130,000
2009 Allianz 3000 Sweeper	-	1	1	1	1	1	1	1	-	-	\$240,000
2011 Macleans Sidewalk Plow	-	-	-	1	1	1	1	1	1	1	\$130,000
2011 Macleans Sidewalk Plow	-	-	-	1	1	1	1	1	1	1	\$130,000
2011 McConnel Boom Flail Mower	-	-	-	1	1	1	1	1	1	1	\$15,000
1996 Ford 5 Ton Dump and Plow	1	1	1	-	-	-	-	-	-	-	\$180,000
2015 Case Front End Loader 621F	-	-	-	-	-	-	1	1	1	1	\$220,000
2015 Kubota Sidewalk Tractor M8540	-	-	-	-	-	-	-	-	1	1	\$115,000
2016 Elgin Street Sweeper	-	-	-	-	-	-	-	-	1	1	\$240,000
Seasonal Lease of Tree Truck with Boom	-	-	-	-	-	-	-	-		1	\$220,000
Shop Air Compressor 7.5 HP	-	-	-	1	1	1	1	1	1	1	\$4,000
Vehicle Hoist - Rotary :Lift SM014EL2	-	-	-	-	-	-	-	1	1	1	\$18,000
2019 Outlander Hybrid	-	-	-	-	-	-	-	-	-	4	\$39,748
2019 Silverado 1500 WT	-	-	-	-	-	-	-	-	-	1	\$32,435
2019 Ford 550	-	-	-	-	-	-	-	-	-	1	\$59,125
Total (#)	36	35	35	38	40	42	42	44	45	56	
Total (\$000)	\$4,666.0	\$4,341.0	\$4,341.0	\$4,390.0	\$4,720.0	\$4,790.0	\$4,783.0	\$4,684.0	\$5,134.0	\$5,959.6	

147  
APPENDIX B.5  
TABLE 1

TOWN OF COLLINGWOOD  
INVENTORY OF CAPITAL ASSETS  
ROADS AND RELATED  
PUBLIC WORKS

FLEET CONTRACTED SERVICES Description	# of Vehicles and Equipment										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Contract Seasonal Sander	1	1	1	1	1	1	1	-	-	-	\$225,000
Contract Seasonal 5 Ton Plow	1	1	1	1	1	1	1	-	-	-	\$240,000
Contract Seasonal 5 Ton Plow	1	1	1	1	1	1	1	-	-	-	\$240,000
Contract Seasonal 1 Ton Plow	1	1	1	1	1	1	1	-	-	-	\$60,000
Contract Seasonal 5 Ton Plow	1	1	1	1	1	1	1	-	-	-	\$240,000
Contract Seasonal Tandem Plow Sander	-	-	-	-	-	-	-	1	1	1	\$275,000
Contract Seasonal Tandem Plow Sander	-	-	-	-	-	-	-	1	1	1	\$275,000
Contract Seasonal Single Axle Plow	-	-	-	-	-	-	-	1	1	1	\$240,000
Contract Seasonal Pick-up Plow Sander	-	-	-	-	-	-	-	1	1	1	\$60,000
<b>Total (#)</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>4</b>	
<b>Total (\$000)</b>	<b>\$1,005.0</b>	<b>\$1,005.0</b>	<b>\$1,005.0</b>	<b>\$1,005.0</b>	<b>\$1,005.0</b>	<b>\$1,005.0</b>	<b>\$1,005.0</b>	<b>\$850.0</b>	<b>\$850.0</b>	<b>\$850.0</b>	

148  
APPENDIX C.1  
TABLE 1

TOWN OF COLLINGWOOD  
INVENTORY OF CAPITAL ASSETS  
ROADS AND RELATED  
ROADS

ROADS Type of Road	# of Lane Kilometres										UNIT COST (\$/km)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Arterial Roads Urban	37.6	39.7	39.7	39.7	39.7	39.7	40.1	40.1	40.1	40.1	\$926,000
Arterial Roads Semi Urban	42.8	42.8	42.8	42.8	42.8	28.2	28.2	28.2	28.2	28.2	\$590,000
Collector Roads Urban	13.8	13.8	13.8	13.8	13.8	13.8	15.3	15.3	15.3	15.3	\$866,562
Collector Roads Semi Urban	24.2	25.3	25.3	25.3	25.3	21.6	21.6	21.6	21.6	21.6	\$375,000
<b>Total (km)</b>	<b>118.4</b>	<b>121.6</b>	<b>121.6</b>	<b>121.6</b>	<b>121.6</b>	<b>103</b>	<b>105</b>	<b>105</b>	<b>105</b>	<b>105</b>	
<b>Total (\$000)</b>	<b>\$81,103.2</b>	<b>\$83,460.3</b>	<b>\$83,460.3</b>	<b>\$83,460.3</b>	<b>\$83,460.3</b>	<b>\$73,458.8</b>	<b>\$75,129.0</b>	<b>\$75,129.0</b>	<b>\$75,129.0</b>	<b>\$75,129.0</b>	

SIDEWALKS Description	km of Sidewalks										UNIT COST (\$/km)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Sidewalks	64.8	64.8	64.8	64.8	64.8	68.9	75.0	76.0	77.0	81.6	\$140,000
<b>Total (km)</b>	<b>64.8</b>	<b>64.8</b>	<b>64.8</b>	<b>64.8</b>	<b>64.8</b>	<b>68.9</b>	<b>75.0</b>	<b>76.0</b>	<b>77.0</b>	<b>81.6</b>	
<b>Total (\$000)</b>	<b>\$9,072.0</b>	<b>\$9,072.0</b>	<b>\$9,072.0</b>	<b>\$9,072.0</b>	<b>\$9,072.0</b>	<b>\$9,646.0</b>	<b>\$10,500.0</b>	<b>\$10,640.0</b>	<b>\$10,780.0</b>	<b>\$11,424.0</b>	

TRAFFIC SIGNALS Description	Number of Units										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Intersection Traffic Signal Sets	23.0	23.0	23.0	23.0	24.0	24.0	26.0	26.0	26.0	26.0	\$178,900
<b>Total (units)</b>	<b>23.0</b>	<b>23.0</b>	<b>23.0</b>	<b>23.0</b>	<b>24.0</b>	<b>24.0</b>	<b>26.0</b>	<b>26.0</b>	<b>26.0</b>	<b>26.0</b>	
<b>Total (\$000)</b>	<b>\$4,114.7</b>	<b>\$4,114.7</b>	<b>\$4,114.7</b>	<b>\$4,114.7</b>	<b>\$4,293.6</b>	<b>\$4,293.6</b>	<b>\$4,651.4</b>	<b>\$4,651.4</b>	<b>\$4,651.4</b>	<b>\$4,651.4</b>	

BRIDGES AND CULVERTS Description	Number of Units										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Bridges And Culverts	24.0	24.0	24.0	24.0	24.0	21.0	21.0	21.0	21.0	21.0	\$1,702,024
<b>Total (units)</b>	<b>24.0</b>	<b>24.0</b>	<b>24.0</b>	<b>24.0</b>	<b>24.0</b>	<b>21.0</b>	<b>21.0</b>	<b>21.0</b>	<b>21.0</b>	<b>21.0</b>	
<b>Total (\$000)</b>	<b>\$40,848.6</b>	<b>\$40,848.6</b>	<b>\$40,848.6</b>	<b>\$40,848.6</b>	<b>\$40,848.6</b>	<b>\$35,742.5</b>	<b>\$35,742.5</b>	<b>\$35,742.5</b>	<b>\$35,742.5</b>	<b>\$35,742.5</b>	

149  
APPENDIX C.1  
TABLE 1

**TOWN OF COLLINGWOOD  
CALCULATION OF SERVICE LEVELS  
ROADS AND RELATED**

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Historic Population	25,054	25,674	26,309	26,608	26,923	27,256	27,608	27,976	29,016	29,540
Historic Employment	<u>10,161</u>	<u>10,197</u>	<u>10,233</u>	<u>10,351</u>	<u>10,469</u>	<u>10,589</u>	<u>10,710</u>	<u>10,832</u>	<u>10,939</u>	<u>11,046</u>
Total Historic Pop. & Emp.	35,215	35,871	36,542	36,959	37,392	37,845	38,318	38,808	39,955	40,586

**INVENTORY SUMMARY (\$000)**

Public Works	\$14,725.5	\$14,400.5	\$14,400.5	\$18,662.7	\$18,992.7	\$19,062.7	\$19,119.7	\$18,897.7	\$19,411.8	\$20,237.4
Roads	\$135,138.4	\$137,495.5	\$137,495.5	\$137,495.5	\$137,674.4	\$123,140.9	\$126,022.9	\$126,162.9	\$126,302.9	\$126,946.9
<b>Total (\$000)</b>	<b>\$149,863.9</b>	<b>\$151,896.0</b>	<b>\$151,896.0</b>	<b>\$156,158.2</b>	<b>\$156,667.1</b>	<b>\$142,203.5</b>	<b>\$145,142.6</b>	<b>\$145,060.6</b>	<b>\$145,714.7</b>	<b>\$147,184.3</b>

Average  
Service  
Level

**SERVICE LEVEL (\$/pop & emp)**

Public Works	\$418.16	\$401.45	\$394.07	\$504.96	\$507.93	\$503.70	\$498.97	\$486.95	\$485.84	\$498.62	\$470.07
Roads	\$3,837.52	\$3,833.06	\$3,762.62	\$3,720.22	\$3,681.92	\$3,253.82	\$3,288.87	\$3,250.91	\$3,161.12	\$3,127.82	\$3,491.79
<b>Total (\$/pop &amp; emp)</b>	<b>\$4,255.68</b>	<b>\$4,234.51</b>	<b>\$4,156.69</b>	<b>\$4,225.17</b>	<b>\$4,189.86</b>	<b>\$3,757.53</b>	<b>\$3,787.84</b>	<b>\$3,737.86</b>	<b>\$3,646.97</b>	<b>\$3,626.44</b>	<b>\$3,961.86</b>

**TOWN OF COLLINGWOOD  
CALCULATION OF MAXIMUM ALLOWABLE  
ROADS AND RELATED**

<b>10-Year Funding Envelope Calculation</b>	
10 Year Average Service Level 2009 - 2018	\$3,961.86
Net Population & Employment Growth 2019 - 2031	16,877
Maximum Allowable Funding Envelope	\$66,863,560
<b>Discounted Maximum Allowable Funding Envelope</b>	<b>\$66,863,560</b>

150  
APPENDIX C.1  
TABLE 2

TOWN OF COLLINGWOOD  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
ROADS AND RELATED

NO.	Location	Timing	Gross Cost	Grants, Subsidies & Other Contributions	Net Municipal Costs	Replacement/Benefit to Existing		Total DC Eligible Costs	Available DC Reserves	DC Eligible Costs 2019-2031	Post Period Allocation	
Widenings and Upgrades												
1	Sandford Fleming Drive Extension: Sixth Line to Highway 26 (extend 2 lanes)	2019 - 2019	\$557,600	\$501,800	\$55,800	0%	\$0	\$55,800	\$55,800	\$0	0%	\$0
2	Hurontario Street: Hume st to Collins St (widen 2 lane to 3)	2022 - 2022	\$3,088,000	\$0	\$3,088,000	14%	\$444,300	\$2,643,700	\$2,643,700	\$0	0%	\$0
3	Mountain Road: Cambridge to Tenth Line (upgrade and widen 2 lanes to 3)	2022 - 2022	\$7,480,000	\$0	\$7,480,000	24%	\$1,809,700	\$5,670,300	\$1,087,834	\$3,521,166	19%	\$1,061,300
4	Tenth line: Sixth St to Mountain Rd (upgrade 2 lanes)	2022 - 2022	\$4,187,400	\$0	\$4,187,400	15%	\$613,600	\$3,573,800	\$0	\$3,573,800	0%	\$0
5	Highway 26: Silver Glen Boulevard to Silver Creek Drive	2023 - 2023	\$1,562,800	\$0	\$1,562,800	24%	\$370,400	\$1,192,400	\$0	\$1,192,400	0%	\$0
6	High St: 3rd St to Fifth St (widen 4 lanes to 5)	2023 - 2023	\$2,040,300	\$0	\$2,040,300	30%	\$612,100	\$1,428,200	\$0	\$1,428,200	0%	\$0
7	High Street: Poplar Sideroad to Tenth St (upgrade and widen 2 lanes to 4)	2024 - 2024	\$5,579,800	\$0	\$5,579,800	37%	\$2,066,800	\$3,513,000	\$0	\$3,513,000	0%	\$0
8	Mountain Road: Tenth Line to Osler Bluff Road (upgrade 2 lanes)	2024 - 2024	\$6,019,100	\$0	\$6,019,100	30%	\$1,782,400	\$4,236,700	\$0	\$4,236,700	0%	\$0
9	Collins St: Ste Marie St to Katherine St (upgrade 2 lanes)	2024 - 2024	\$1,278,500	\$0	\$1,278,500	14%	\$178,200	\$1,100,300	\$0	\$1,100,300	0%	\$0
10	Cameron St: Walnut to Hurontario (upgrade and extend 2 lanes)	2025 - 2025	\$2,799,000	\$0	\$2,799,000	36%	\$1,019,000	\$1,780,000	\$0	\$1,780,000	0%	\$0
11	Peel Street: Ontario St to Bush(upgrade 2 lanes)	2026 - 2026	\$3,072,200	\$0	\$3,072,200	38%	\$1,159,600	\$1,912,600	\$0	\$1,912,600	0%	\$0
12	Third St: High St to Birch St (upgrade 2 lanes)	2028 - 2028	\$2,993,500	\$0	\$2,993,500	40%	\$1,197,400	\$1,796,100	\$0	\$1,796,100	0%	\$0
13	Sixth Line: poplar Sideroad to Sandford Fleming Dr (Upgrade 2 lane)	2028 - 2028	\$1,619,000	\$0	\$1,619,000	21%	\$342,200	\$1,276,800	\$0	\$1,276,800	0%	\$0
14	Highway 26: Keith Ave to Silver Creek Dr (widen 3 lanes to 5)	2029 - 2029	\$12,060,600	\$0	\$12,060,600	14%	\$1,641,900	\$10,418,700	\$0	\$3,125,600	70%	\$7,293,100
15	Harbour Street Extension: Tenth Line to georgian Trail (extend 2 lanes)	2029 - 2029	\$1,388,100	\$0	\$1,388,100	0%	\$0	\$1,388,100	\$0	\$416,400	70%	\$971,700
16	Sixth St: Tenth Line to High St (widen 2 lanes to 3)	2030 - 2030	\$4,761,700	\$0	\$4,761,700	18%	\$846,800	\$3,914,900	\$0	\$1,174,500	70%	\$2,740,400
17	Mountain Road: Cambridge to Tenth Line (upgrade and widen 3 lane rural to 5 lane urban)	2030 - 2030	\$3,617,300	\$0	\$3,617,300	0%	\$0	\$3,617,300	\$0	\$1,085,200	70%	\$2,532,100
Subtotal: Widenings and Upgrades			\$64,104,900	\$501,800	\$63,603,100		\$14,084,400	\$49,518,700	\$3,787,334	\$31,132,766		\$14,598,600
Intersection Improvements												
18	Highway 26 N Sandford Fleming Dr (signals)	2019 - 2019	\$259,000	\$233,100	\$25,900	0%	\$0	\$25,900	\$25,900	\$0	0%	\$0
19	High St / Home Depot Access (relocate access)	2023 - 2023	\$108,000	\$108,000	\$0	0%	\$0	\$0	\$0	\$0	0%	\$0
20	Highway 26/ Harbour St/ Balsam St (turning lanes)	2023 - 2023	\$431,000	\$0	\$431,000	0%	\$0	\$431,000	\$0	\$431,000	0%	\$0
21	Mountain Rd / Tenth Line (roundabout)	2023 - 2023	\$1,149,000	\$0	\$1,149,000	0%	\$0	\$1,149,000	\$0	\$1,149,000	0%	\$0
22	High St/ Third St (signalization, phases, turning lanes)	2023 - 2023	\$703,000	\$180,000	\$523,000	0%	\$0	\$523,000	\$0	\$523,000	0%	\$0
23	Mountain Rd / First St Extension / Cambridge St (turning lanes)	2024 - 2024	\$216,000	\$0	\$216,000	0%	\$0	\$216,000	\$0	\$216,000	0%	\$0
24	High St/First St (turning lanes and timing)	2025 - 2025	\$431,000	\$0	\$431,000	0%	\$0	\$431,000	\$0	\$431,000	0%	\$0
25	High St / First St (turning lanes)	2028 - 2028	\$288,000	\$0	\$288,000	0%	\$0	\$288,000	\$0	\$288,000	0%	\$0
26	High Street / Campbell Street (Roundabout)	2030 - 2030	\$1,149,000	\$0	\$1,149,000	0%	\$0	\$1,149,000	\$0	\$344,700	70%	\$804,300
27	Sixth St / Oak Sk (signals)	2030 - 2030	\$230,000	\$0	\$230,000	0%	\$0	\$230,000	\$0	\$69,000	70%	\$161,000
28	High St /Sixth St (turning lanes)	2030 - 2030	\$108,000	\$0	\$108,000	0%	\$0	\$108,000	\$0	\$32,400	70%	\$75,600
Subtotal: Intersection Improvements			\$5,072,000	\$521,100	\$4,550,900		\$0	\$4,550,900	\$25,900	\$3,484,100		\$1,040,900

151  
APPENDIX C.1  
TABLE 2

TOWN OF COLLINGWOOD  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
ROADS AND RELATED

NO.	Location	Timing	Gross Cost	Grants, Subsidies & Other Contributions	Net Municipal Costs	Replacement/Benefit to Existing		Total DC Eligible Costs	Available DC Reserves	DC Eligible Costs 2019-2031	Post Period Allocation	
Sidewalks												
29	Highway 26: Marine View Drive to Sixth Line	2019 - 2019	\$295,100	\$0	\$295,100	25%	\$73,800	\$221,300	\$221,300	\$0	0%	\$0
30	Second St: High St to Spruce St	2019 - 2019	\$78,900	\$0	\$78,900	25%	\$19,700	\$59,200	\$59,200	\$0	0%	\$0
31	Tenth Line: Sixth St to Mountain Rd	2022 - 2022	\$266,400	\$0	\$266,400	0%	\$0	\$266,400	\$0	\$266,400	0%	\$0
32	Mountain Road: Cambridge St to Tenth line	2022 - 2022	\$911,300	\$0	\$911,300	0%	\$0	\$911,300	\$0	\$911,300	0%	\$0
33	High St : 3rd to Fifth St	2023 - 2023	\$393,300	\$0	\$393,300	25%	\$98,300	\$295,000	\$0	\$295,000	0%	\$0
34	High St: poplar Sideroad to Tenth St	2024 - 2024	\$1,214,100	\$0	\$1,214,100	0%	\$0	\$1,214,100	\$0	\$1,214,100	0%	\$0
35	Sixth St: Tenth Line to High St	2025 - 2025	\$818,000	\$0	\$818,000	25%	\$204,500	\$613,500	\$0	\$613,500	0%	\$0
36	Cameron St: WalnutSt to Hurontario St	2025 - 2025	\$573,700	\$0	\$573,700	25%	\$143,400	\$430,300	\$0	\$430,300	0%	\$0
37	Poplar Sideroad: Hurontario to High St	2025 - 2025	\$217,700	\$0	\$217,700	0%	\$0	\$217,700	\$0	\$217,700	0%	\$0
38	Peel St: Ontario St to Bush St	2026 - 2026	\$612,000	\$0	\$612,000	25%	\$153,000	\$459,000	\$0	\$459,000	0%	\$0
39	Collins St: Ste marie St to Katherine St	2028 - 2028	\$240,500	\$0	\$240,500	25%	\$60,100	\$180,400	\$0	\$180,400	0%	\$0
40	Third St: Spruce St to Cedar St	2028 - 2028	\$240,500	\$0	\$240,500	25%	\$60,100	\$180,400	\$0	\$180,400	0%	\$0
41	Mountain Rd: Tenth Line to osler Bluff Rd	2030 - 2030	\$550,600	\$0	\$550,600	0%	\$0	\$550,600	\$0	\$550,600	0%	\$0
42	Highway 26: osler Bluff Road to Silver Glen Blvd	2030 - 2030	\$425,500	\$0	\$425,500	0%	\$0	\$425,500	\$0	\$425,500	0%	\$0
43	Tenth Line: Poplar Sideroad to Sixth St	2030 - 2030	\$463,000	\$0	\$463,000	0%	\$0	\$463,000	\$0	\$463,000	0%	\$0
Subtotal: Sidewalks			\$7,300,600	\$0	\$7,300,600		\$812,900	\$6,487,700	\$280,500	\$6,207,200		\$0
Outstanding Credits												
44	Lotco II Limited (outstanding Credit)	2019 - 2019	130,150	\$0	\$130,150	0%	\$0	\$130,150	\$130,150	\$0	0%	\$0
Subtotal: Outstanding Credits			\$130,150	\$0	\$130,150		\$0	\$130,150	\$130,150	\$0		\$0
Rolling Stock												
45	Provision for Development-Related Vehicles	2019 - 2031	\$1,500,000	\$0	\$1,500,000	0%	\$0	\$1,500,000	\$0	\$1,500,000	0%	\$0
Subtotal: Rolling Stock			\$1,500,000	\$0	\$1,500,000		\$0	\$1,500,000	\$0	\$1,500,000		\$0

152  
APPENDIX C.1  
TABLE 2

TOWN OF COLLINGWOOD  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
ROADS AND RELATED

NO.	Location	Timing	Gross Cost	Grants, Subsidies & Other Contributions	Net Municipal Costs	Replacement/Benefit to Existing		Total DC Eligible Costs	Available DC Reserves	DC Eligible Costs 2019-2031	Post Period Allocation	
Public Works Facilities												
46	Expansion of Public Works Headquarters to Accommodate Staff (Shared Facility Public Works & Water)	2019 - 2021	\$1,610,000	\$0	\$1,610,000	86%	\$1,383,700	\$226,300	\$226,300	\$0	0%	\$0
47	545 Tenth Line	2019 - 2021	\$315,000	\$0	\$315,000	86%	\$270,700	\$44,300	\$44,300	\$0	0%	\$0
48	Provision for New Storage Space (Containers)	2019 - 2031	\$15,000	\$0	\$15,000	0%	\$0	\$15,000	\$0	\$15,000	0%	\$0
49	Sidewalk Repairs	2019 - 2025	\$960,000	\$0	\$960,000	85%	\$816,000	\$144,000	\$0	\$144,000	0%	\$0
Subtotal: Public Works Facilities			\$2,900,000	\$0	\$2,900,000		\$2,470,400	\$429,600	\$270,600	\$159,000		\$0
Studies												
50	Transportation Master Plan Update	2024 - 2024	\$50,000	\$0	\$50,000	0%	\$0	\$50,000	\$0	\$50,000	0%	\$0
51	Transportation Master Plan Update	2029 - 2029	\$50,000	\$0	\$50,000	0%	\$0	\$50,000	\$0	\$50,000	0%	\$0
52	Class EA and Studies	2019 - 2031	\$450,000	\$0	\$450,000	0%	\$0	\$450,000	\$0	\$450,000	0%	\$0
Subtotal: Public Works Facilities			\$550,000	\$0	\$550,000		\$0	\$550,000	\$0	\$550,000		\$0
TOTAL Roads & Related Projects			\$81,557,650	\$1,022,900	\$80,534,750		\$17,367,700	\$63,167,050	\$4,494,484	\$43,033,066		\$15,639,500

153  
APPENDIX C.1  
TABLE 3

TOWN OF COLLINGWOOD  
SUMMARY OF UNADJUSTED RESIDENTIAL AND NON-RESIDENTIAL DEVELOPMENT CHARGES  
ROADS AND RELATED

12-Year Growth in Population in New Units	17,321
Employment Growth	1,492
12-Year Growth in Square Meters	89,532

	Growth-Related Capital Forecast									
	Gross Project Cost (\$000)	Benefit to Existing Share (\$000)	Other Contributions (\$000)	Available DC Reserves (\$000)	Post Period Allocation (\$000)	Total Net Capital Costs After Discount (\$000)	Residential Share		Non-Residential Share	
							%	\$000	%	\$000
<b>ROADS AND RELATED</b>										
Widenings and Upgrades	\$64,104.90	\$14,084.40	\$501.80	\$4,494.48	\$14,598.60	\$30,425.62	90%	\$27,497.31	10%	\$2,928.30
Intersection Improvements	\$5,072.00	\$0.00	\$521.10	\$0.00	\$1,040.90	\$3,510.00	90%	\$3,172.18	10%	\$337.82
Sidewalks	\$7,300.60	\$812.90	\$0.00	\$0.00	\$0.00	\$6,487.70	90%	\$5,863.29	10%	\$624.41
Outstanding Credits	\$130.15	\$0.00	\$0.00	\$0.00	\$0.00	\$130.15	90%	\$117.62	10%	\$12.53
Rolling Stock	\$1,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,500.00	90%	\$1,355.63	10%	\$144.37
Public Works Facilities	\$2,900.00	\$2,470.40	\$0.00	\$0.00	\$0.00	\$429.60	90%	\$388.25	10%	\$41.35
Studies	\$550.00	\$0.00	\$0.00	\$0.00	\$0.00	\$550.00	90%	\$497.07	10%	\$52.93
<b>TOTAL ROADS AND RELATED</b>	<b>\$81,557.65</b>	<b>\$17,367.70</b>	<b>\$1,022.90</b>	<b>\$4,494.48</b>	<b>\$15,639.50</b>	<b>\$43,033.07</b>		<b>\$38,891.36</b>		<b>\$4,141.70</b>
<b>Unadjusted Development Charge Per Capita (\$)</b>								<b>\$2,245.33</b>		
<b>Unadjusted Development Charge Per Sq. M. (\$)</b>										<b>\$46.26</b>



154  
APPENDIX C.1  
TABLE 4

**TOWN OF COLLINGWOOD  
ROADS AND RELATED  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE**

<b>ROADS: RESIDENTIAL</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>TOTAL</b>
OPENING CASH BALANCE (\$000)	\$0.0	\$1,696.0	\$3,480.4	\$5,673.8	(\$151.2)	(\$3,035.4)	(\$10,214.9)	(\$10,605.5)	(\$9,671.0)	(\$5,926.6)	(\$5,790.3)	(\$5,291.6)	(\$5,174.2)	
2019 TO 2031 RESIDENTIAL FUNDING REQUIREMENTS														
Roads: Residential: Non Inflated	\$155.2	\$155.2	\$155.2	\$7,631.7	\$4,690.8	\$9,491.1	\$3,293.5	\$2,280.0	\$136.6	\$3,500.1	\$3,382.9	\$3,882.6	\$136.6	<b>\$38,891.4</b>
Roads: Residential: Inflated	\$155.2	\$158.3	\$161.5	\$8,098.8	\$5,077.5	\$10,478.9	\$3,709.0	\$2,618.9	\$160.1	\$4,183.0	\$4,123.7	\$4,827.5	\$173.2	<b>\$43,925.6</b>
NEW RESIDENTIAL DEVELOPMENT														
- Population Growth in New Units	779	777	903	901	900	1,415	1,472	1,530	1,592	1,659	1,728	1,798	1,867	<b>17,321</b>
REVENUE														
- DC Receipts: Inflated	\$1,822.0	\$1,853.7	\$2,197.4	\$2,236.4	\$2,278.6	\$3,654.1	\$3,877.3	\$4,110.7	\$4,362.8	\$4,637.3	\$4,926.8	\$5,228.9	\$5,538.2	<b>\$46,724.0</b>
INTEREST														
- Interest on Opening Balance	\$0.0	\$59.4	\$121.8	\$198.6	(\$8.3)	(\$166.9)	(\$561.8)	(\$583.3)	(\$531.9)	(\$326.0)	(\$318.5)	(\$291.0)	(\$284.6)	<b>(\$2,692.6)</b>
- Interest on In-year Transactions	\$29.2	\$29.7	\$35.6	(\$161.2)	(\$77.0)	(\$187.7)	\$2.9	\$26.1	\$73.5	\$8.0	\$14.1	\$7.0	\$93.9	<b>(\$105.9)</b>
TOTAL REVENUE	\$1,851.2	\$1,942.7	\$2,354.8	\$2,273.7	\$2,193.3	\$3,299.4	\$3,318.4	\$3,553.5	\$3,904.4	\$4,319.3	\$4,622.4	\$4,944.9	\$5,347.5	<b>\$43,925.6</b>
CLOSING CASH BALANCE	\$1,696.0	\$3,480.4	\$5,673.8	(\$151.2)	(\$3,035.4)	(\$10,214.9)	(\$10,605.5)	(\$9,671.0)	(\$5,926.6)	(\$5,790.3)	(\$5,291.6)	(\$5,174.2)	\$0.0	

<b>2019 Adjusted Charge Per Capita</b>	<b>\$2,338.94</b>
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<b>Allocation of Capital Program</b>	
Residential Sector	90.4%
Non-Residential Sector	9.6%
<b>Rates for 2019</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

155  
APPENDIX C.1  
TABLE 4

TOWN OF COLLINGWOOD  
ROADS AND RELATED  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE

ROADS: NON-RESIDENTIAL	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	TOTAL
OPENING CASH BALANCE (\$000)	\$0.0	\$292.7	\$604.5	\$936.1	\$423.7	\$236.9	(\$537.1)	(\$597.7)	(\$532.4)	(\$186.2)	(\$246.0)	(\$290.9)	(\$403.3)	
2019 TO 2031 NON-RESIDENTIAL FUNDING REQUIREMENTS														
Roads: Non-Residential: Non: Inflated	\$16.5	\$16.5	\$16.5	\$812.7	\$499.5	\$1,010.7	\$350.7	\$242.8	\$14.5	\$372.7	\$360.3	\$413.5	\$14.5	\$4,141.7
Roads: Non-Residential: Inflated	\$16.5	\$16.9	\$17.2	\$862.5	\$540.7	\$1,115.9	\$395.0	\$278.9	\$17.0	\$445.5	\$439.2	\$514.1	\$18.5	\$4,677.8
NEW NON-RESIDENTIAL DEVELOPMENT														
- New Building GFA - square metres	6,480	6,540	6,600	6,660	6,780	6,840	6,900	6,960	7,020	7,080	7,140	7,200	7,332	89,532
REVENUE														
- DC Receipts: Inflated	\$304.2	\$313.2	\$322.4	\$331.8	\$344.5	\$354.5	\$364.8	\$375.3	\$386.1	\$397.2	\$408.6	\$420.3	\$436.6	\$4,759.7
INTEREST														
- Interest on Opening Balance	\$0.0	\$10.2	\$21.2	\$32.8	\$14.8	\$8.3	(\$29.5)	(\$32.9)	(\$29.3)	(\$10.2)	(\$13.5)	(\$16.0)	(\$22.2)	(\$66.4)
- Interest on In-year Transactions	\$5.0	\$5.2	\$5.3	(\$14.6)	(\$5.4)	(\$20.9)	(\$0.8)	\$1.7	\$6.5	(\$1.3)	(\$0.8)	(\$2.6)	\$7.3	(\$15.5)
TOTAL REVENUE	\$309.3	\$328.6	\$348.9	\$350.0	\$354.0	\$341.9	\$334.4	\$344.2	\$363.3	\$385.7	\$394.2	\$401.7	\$421.7	\$4,677.8
CLOSING CASH BALANCE	\$292.7	\$604.5	\$936.1	\$423.7	\$236.9	(\$537.1)	(\$597.7)	(\$532.4)	(\$186.2)	(\$246.0)	(\$290.9)	(\$403.3)	\$0.0	

2019 Adjusted Charge Per Square Metre \$46.95

<b>Allocation of Capital Program</b>	
Residential Sector	90.4%
Non-Residential Sector	9.6%
<b>Rates for 2019</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

## Appendix C.2

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### Water Services

## Appendix C.2

### Water Services

**Table 1      2019 – 2031 Development-Related Capital Program**

The gross development-related capital program for Water Services amounts to \$106.61 million and is required to service future development. The capital program includes \$35.20 million of water distribution projects such as watermain upsizing and extension projects. Water facility projects add another \$70.09 million to the capital program, including the St. Lawrence Street water treatment plant, which is slated for a major expansion at a cost of \$50.75 million. An outstanding developer credit will cost \$134,200 and two Water Master Plan Updates will each cost \$120,000. In addition, \$940,000 worth of water valve projects are included in the capital program.

A deduction for grants, subsidies and other contributions of \$41.67 million has been made. Of that, \$41.62 million is related to the expanded water treatment plant, as the nearby municipalities that use the facility are expected to contribute 82 per cent of the cost (see Appendix H for additional details). The net municipal cost of the capital program is thereby reduced to \$64.94 million.

A \$9.21 million deduction is made to account for benefit to existing and replacement shares of projects. These shares have been determined by Town staff in conjunction with Tatham Engineering (see Appendix H for additional details). The available Water Services reserve fund balance of \$2.54 million is applied to projects occurring early in the recovery period. Another \$20.52 million is considered to be related to projects that will benefit growth beyond 2031; these projects may be recoverable under future DC by-laws. Much of the post-period benefit is related to projects that are slated to be constructed in or after 2031. The resulting in-period DC-eligible costs total \$32.68 million.

**Table 2      Calculation of the Unadjusted Development Charges**

The in-period DC-eligible cost is allocated 90 per cent to the residential sector and 10 per cent to the non-residential sector (based on shares of future population and employment growth). As such, the residential sector bears \$29.53 million of the development-related capital program. This cost, divided

by the anticipated population growth in new units yields a calculated charge of \$1,705.15 per capita. The non-residential costs of \$3.15 million is divided by the anticipated new non-residential floor space, which yields a charge of \$35.13 per square metre.

### Table 3 Cash Flow Analysis

After cash flow and reserve fund analysis, the residential calculated charge increases to \$1,823.72 per capita and the non-residential calculated charge increases to \$36.41 per square metre. This is a reflection of the timing of the capital program and development charges revenues.

The following table summarizes the calculation of the Water Supply Services development charge:

<b>WATER SERVICES SUMMARY</b>					
2019 - 2028		Unadjusted		Adjusted	
Development-Related Capital Program		Development Charge		Development Charge	
Total	Net DC Recoverable	\$/capita	\$/sq.m	\$/capita	\$/sq.m
\$106,605,818	\$32,680,172	\$1,705.15	\$35.13	\$1,823.72	\$36.41

159  
APPENDIX C.2  
TABLE 1

TOWN OF COLLINGWOOD  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
WATER SERVICES

NO.	Infrastructure Requirement	Timing	Gross Cost	Grants, Subsidies & Other Contributions	Net Municipal Cost	Benefit to Existing Share		Total DC Eligible Costs	Available DC Reserves	DC In-Period Eligible Costs	Post Period Allocation	
Water Distribution Projects												
1	High St: Dance to Campbell St- Trunk watermain extension	2019 - 2019	\$677,100	\$0	\$677,100	15%	\$101,600	\$575,500	\$575,500	\$0	0%	\$0
2	Campbell Street Upgrade	2019 - 2019	\$351,800	\$0	\$351,800	50%	\$175,900	\$175,900	\$175,900	\$0	0%	\$0
3	Sixth St: georgian Meadows Drive to Tenth Line - Trunk watermain extension	2019 - 2019	\$332,750	\$0	\$332,750	0%	\$0	\$332,750	\$332,750	\$0	0%	\$0
4	Tenth Line: Sixth St to Mountain Road - Trunk watermain extension	2019 - 2019	\$1,361,250	\$0	\$1,361,250	0%	\$0	\$1,361,250	\$1,361,250	\$0	0%	\$0
5	Mountain Road: Thomas St to Tenth Line	2020 - 2020	\$137,400	\$0	\$137,400	0%	\$0	\$137,400	\$91,446	\$45,954	0%	\$0
6	Harbour Street Extension to the Tenth Line	2022 - 2022	\$925,100	\$0	\$925,100	15%	\$138,800	\$786,300	\$0	\$786,300	0%	\$0
7	Sixth Street: Hurontario Street to Stewart Road Pumping Station	2023 - 2023	\$3,919,800	\$0	\$3,919,800	15%	\$588,000	\$3,331,800	\$0	\$3,331,800	0%	\$0
8	North of First Street: maple Street to Hickory Street	2024 - 2024	\$1,235,100	\$0	\$1,235,100	15%	\$185,300	\$1,049,800	\$0	\$1,049,800	0%	\$0
9	Poplar Sideroad: Raglan St to Beachwood Road - Oversizing trunk watermain through future development	2026 - 2026	\$2,996,400	\$0	\$2,996,400	0%	\$0	\$2,996,400	\$0	\$2,996,400	0%	\$0
10	Sixth Line: Poplar Sideroad to Sandford Fleming Drive - Trunk watermain extension	2026 - 2026	\$922,700	\$0	\$922,700	0%	\$0	\$922,700	\$0	\$922,700	0%	\$0
11	High Street: Old Mountain Road to Sixth Street	2030 - 2030	\$2,677,700	\$0	\$2,677,700	15%	\$401,700	\$2,276,000	\$0	\$2,276,000	0%	\$0
12	High Street: Sixth Street to Campbell Street	2030 - 2030	\$2,765,900	\$0	\$2,765,900	50%	\$1,383,000	\$1,382,900	\$0	\$1,382,900	0%	\$0
13	First Street: Hickory Street to highway 26	2030 - 2030	\$625,900	\$0	\$625,900	15%	\$93,900	\$532,000	\$0	\$532,000	0%	\$0
14	Poplar Sideroad: Summit View to Tenth Line - Oversize trunk watermain through future development	2019 - 2031	\$1,189,300	\$0	\$1,189,300	0%	\$0	\$1,189,300	\$0	\$396,400	67%	\$792,900
15	Tenth Line: Poplar Sideroad to Sixth St - Oversize trunk watermain through future development	2031 - 2031	\$3,005,800	\$0	\$3,005,800	0%	\$0	\$3,005,800	\$0	\$0	100%	\$3,005,800
16	Through future west end secondary plan development from Tenth Line to Conc. 11/12 - Oversize trunk watermain through future development	2031 - 2031	\$118,600	\$0	\$118,600	0%	\$0	\$118,600	\$0	\$0	100%	\$118,600
17	Through future west end secondary plan development from Conc. 11/12 to Osler Bluff Road - Oversize trunk watermain through future development	2031 - 2031	\$144,700	\$0	\$144,700	0%	\$0	\$144,700	\$0	\$0	100%	\$144,700
18	Future secondary plan development: Extension of Conc. 11/12 - oversizing of trunk mai nthrough future development	2031 - 2031	\$134,600	\$0	\$134,600	0%	\$0	\$134,600	\$0	\$0	100%	\$134,600
19	Through future west end secondary plan development along Conc 11/12 from Sixth St to Mountain Road - Oversize trunk watermain through future development	2031 - 2031	\$176,000	\$0	\$176,000	0%	\$0	\$176,000	\$0	\$0	100%	\$176,000
20	Watermain Loop along Concession 11/12 and Georgian Trail	2031 - 2031	\$0	\$0	\$0	0%	\$0	\$0	\$0	\$0	0%	\$0
21	From Cranberry development to the Georgian Trail	2031 - 2031	\$0	\$0	\$0	0%	\$0	\$0	\$0	\$0	0%	\$0
22	Poplar Sideroad: Clark Street to Summit View	2035 - 2035	\$977,800	\$0	\$977,800	0%	\$0	\$977,800	\$0	\$0	100%	\$977,800
23	Hume Street: Pretty River Parkway to Raglan Street North	2035 - 2035	\$803,100	\$0	\$803,100	85%	\$682,600	\$120,500	\$0	\$0	100%	\$120,500
24	Raglan Street: Erie Street to Oliver Crescent	2035 - 2035	\$497,300	\$0	\$497,300	15%	\$74,600	\$422,700	\$0	\$0	100%	\$422,700
25	Simcoe Street: heritage Street to Water Treatment Plant	2040 - 2040	\$3,115,100	\$0	\$3,115,100	15%	\$467,300	\$2,647,800	\$0	\$0	100%	\$2,647,800
26	Highway 26: Old Mountain Road to Carmichael Pumping Station	2045 - 2045	\$4,381,700	\$0	\$4,381,700	0%	\$0	\$4,381,700	\$0	\$0	100%	\$4,381,700
27	St Paul: Side Launch Way to Hume Street	2045 - 2045	\$1,724,300	\$0	\$1,724,300	15%	\$258,600	\$1,465,700	\$0	\$0	100%	\$1,465,700
Subtotal Water Distribution Projects			\$35,197,200	\$0	\$35,197,200	\$4,551,300		\$30,645,900	\$2,536,846	\$13,720,254	\$14,388,800	

160  
APPENDIX C.2  
TABLE 1

TOWN OF COLLINGWOOD  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
WATER SERVICES

NO.	Infrastructure Requirement	Timing	Gross Cost	Grants, Subsidies & Other Contributions	Net Municipal Cost	Benefit to Existing Share		Total DC Eligible Costs	Available DC Reserves	DC In-Period Eligible Costs	Post Period Allocation	
Water Facilities Projects												
28	Stewart Road Zone 2 BPS & Reservoir Phase 1	2020 - 2020	\$5,135,900	\$0	\$5,135,900	0%	\$0	\$5,135,900	\$0	\$5,135,900	0%	\$0
29	Class EA & Studies (Water Treatment Plant)	2020 - 2020	\$225,000	\$0	\$225,000	0%	\$0	\$225,000	\$0	\$225,000	0%	\$0
30	Ted Carmichael Highway 26 West - West End Reservoir	2020 - 2020	\$1,015,000	\$0	\$1,015,000	0%	\$0	\$1,015,000	\$0	\$1,015,000	0%	\$0
31	Expansion of Public Works Headquarters to Accommodate Water Services (Shared Facility PW & Water)	2019 - 2021	\$690,000	\$0	\$690,000	86%	\$593,000	\$97,000	\$0	\$97,000	0%	\$0
32	Georgian Meadows BPS	2022 - 2022	\$203,000	\$0	\$203,000	0%	\$0	\$203,000	\$0	\$203,000	0%	\$0
33	Expansion of Water Treatment Plant (St Lawrence Street)	2020 - 2025	\$50,750,000	\$41,615,000	\$9,135,000	12%	\$1,096,200	\$8,038,800	\$0	\$8,038,800	0%	\$0
34	New Elevated Tank	2030 - 2030	\$5,887,000	\$0	\$5,887,000	50%	\$2,943,500	\$2,943,500	\$0	\$2,943,500	0%	\$0
35	Water Efficiency Measures	2019 - 2031	\$200,000	\$0	\$200,000	0%	\$0	\$200,000	\$0	\$200,000	0%	\$0
36	Stewart Road Zone 2 BPS & Reservoir Phase 2	2035 - 2035	\$2,740,500	\$0	\$2,740,500	0%	\$0	\$2,740,500	\$0	\$0	100%	\$2,740,500
37	Stewart Road Ultimate Pump Upgrades	2038 - 2038	\$507,500	\$0	\$507,500	0%	\$0	\$507,500	\$0	\$0	100%	\$507,500
38	Stewart Road Reservoir Phase 3	2044 - 2044	\$2,740,500	\$0	\$2,740,500	0%	\$0	\$2,740,500	\$0	\$0	100%	\$2,740,500
Subtotal Water Facilities Projects			\$70,094,400	\$41,615,000	\$28,479,400	\$4,632,700		\$23,846,700	\$0	\$17,858,200	\$5,988,500	
Outstanding Credits												
39	Lotco	2019 - 2019	\$134,218	\$0	\$134,218	0%	\$0	\$134,218	\$0	\$134,218	0%	\$0
Subtotal Outstanding Credits			\$134,218	\$0	\$134,218	\$0		\$134,218	\$0	\$134,218	\$0	

161  
APPENDIX C.2  
TABLE 1

TOWN OF COLLINGWOOD  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
WATER SERVICES

NO.	Infrastructure Requirement	Timing	Gross Cost	Grants, Subsidies & Other Contributions	Net Municipal Cost	Benefit to Existing Share		Total DC Eligible Costs	Available DC Reserves	DC In-Period Eligible Costs	Post Period Allocation	
Studies												
40	Water Master Plan Update	2024 - 2024	\$120,000	\$0	\$120,000	0%	\$0	\$120,000	\$0	\$120,000	0%	\$0
41	Water Master Plan Update	2029 - 2029	\$120,000	\$0	\$120,000	0%	\$0	\$120,000	\$0	\$120,000	0%	\$0
Subtotal Studies			\$240,000	\$0	\$240,000	\$0		\$240,000	\$0	\$240,000	\$0	
Water Valves												
42	Dey Drive Check Valve	2019 - 2019	\$50,000	\$50,000	\$0	0%	\$0	\$0	\$0	\$0	0%	\$0
43	Cranberry Trail PRV	2020 - 2020	\$40,000	\$0	\$40,000	0%	\$0	\$40,000	\$0	\$40,000	0%	\$0
44	Osler Bluff Road PRV, Check Valve and Decomission Osler Booster Pumps	2025 - 2025	\$510,000	\$0	\$510,000	0%	\$0	\$510,000	\$0	\$510,000	0%	\$0
45	Mountain Road PRV and Chamber Installation	2025 - 2025	\$150,000	\$0	\$150,000	15%	\$22,500	\$127,500	\$0	\$127,500	0%	\$0
46	Pretty River Check Valve	2025 - 2025	\$50,000	\$0	\$50,000	0%	\$0	\$50,000	\$0	\$50,000	0%	\$0
47	Sixth Line PRV and Chamber Installation	2035 - 2035	\$140,000	\$0	\$140,000	0%	\$0	\$140,000	\$0	\$0	100%	\$140,000
Subtotal Water Valves			\$940,000	\$50,000	\$890,000	\$22,500		\$867,500	\$0	\$727,500	\$140,000	
Total Water Projects			\$106,605,818	\$41,665,000	\$64,940,818	\$9,206,500		\$55,734,318	\$2,536,846	\$32,680,172	\$20,517,300	



162  
APPENDIX C.2  
TABLE 2

TOWN OF COLLINGWOOD  
SUMMARY OF UNADJUSTED RESIDENTIAL AND NON-RESIDENTIAL DEVELOPMENT CHARGES  
WATER SERVICES

12-Year Growth in Population in New Units	17,321
Employment Growth	1,492
12-Year Growth in Square Meters	89,532

	Growth-Related Capital Forecast									
	Gross Project Cost (\$000)	Benefit to Existing Share (\$000)	Direct Developer Contributions (\$000)	Available DC Reserves (\$000)	Post Period Allocation (\$000)	Total Net Capital Costs After Discount (\$000)	Residential Share		Non-Residential Share	
							%	\$000	%	\$000
<b>WATER SERVICES</b>										
Water Distribution Projects	\$35,197.20	\$4,551.30	\$0.00	\$2,536.85	\$14,388.80	\$13,720.25	90%	\$12,399.75	10%	\$1,320.50
Water Facilities Projects	\$70,094.40	\$4,632.70	\$41,615.00	\$0.00	\$5,988.50	\$17,858.20	90%	\$16,139.44	10%	\$1,718.76
Studies	\$240.00	\$0.00	\$0.00	\$0.00	\$0.00	\$240.00	90%	\$216.90	10%	\$23.10
Outstanding Credits	\$134.22	\$0.00	\$0.00	\$0.00	\$0.00	\$134.22	90%	\$121.30	10%	\$12.92
Water Valves	\$940.00	\$22.50	\$50.00	\$0.00	\$140.00	\$727.50	90%	\$657.48	10%	\$70.02
<b>TOTAL WATER SERVICES</b>	<b>\$106,605.82</b>	<b>\$9,206.50</b>	<b>\$41,665.00</b>	<b>\$2,536.85</b>	<b>\$20,517.30</b>	<b>\$32,680.17</b>		<b>\$29,534.88</b>		<b>\$3,145.29</b>
<b>Unadjusted Development Charge Per Capita (\$)</b>								<b>\$1,705.15</b>		
<b>Unadjusted Development Charge Per Sq. M. (\$)</b>										<b>\$35.13</b>

163  
APPENDIX C.2  
TABLE 3

TOWN OF COLLINGWOOD  
WATER SERVICES  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE

WATER: RESIDENTIAL	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	TOTAL
OPENING CASH BALANCE (\$000)	\$0.0	\$1,250.2	(\$4,684.6)	(\$4,555.5)	(\$5,354.8)	(\$8,565.6)	(\$8,732.2)	(\$8,283.3)	(\$9,675.0)	(\$6,795.2)	(\$3,540.3)	(\$12.2)	(\$4,114.0)	
2019 to 2031 RESIDENTIAL FUNDING REQUIREMENTS														
Water: Residential: Non Inflated	\$192.0	\$7,121.5	\$1,281.5	\$2,146.4	\$4,263.4	\$2,309.5	\$1,873.6	\$3,583.4	\$41.5	\$41.5	\$149.9	\$6,489.2	\$41.5	\$29,534.9
Water: Residential: Inflated	\$192.0	\$7,263.9	\$1,333.3	\$2,277.8	\$4,614.9	\$2,549.9	\$2,110.0	\$4,116.2	\$48.6	\$49.6	\$182.7	\$8,068.5	\$52.6	\$32,859.9
NEW RESIDENTIAL DEVELOPMENT														
- Population Growth in New Units	779	777	903	901	900	1,415	1,472	1,530	1,592	1,659	1,728	1,798	1,867	17,321
REVENUE														
- DC Receipts: Inflated	\$1,420.7	\$1,445.4	\$1,713.4	\$1,743.8	\$1,776.7	\$2,849.2	\$3,023.2	\$3,205.2	\$3,401.8	\$3,615.8	\$3,841.5	\$4,077.1	\$4,318.2	\$36,431.8
INTEREST														
- Interest on Opening Balance	\$0.0	\$43.8	(\$257.7)	(\$250.6)	(\$294.5)	(\$471.1)	(\$480.3)	(\$455.6)	(\$532.1)	(\$373.7)	(\$194.7)	(\$0.7)	(\$226.3)	(\$3,493.4)
- Interest on In-year Transactions	\$21.5	(\$160.0)	\$6.7	(\$14.7)	(\$78.1)	\$5.2	\$16.0	(\$25.1)	\$58.7	\$62.4	\$64.0	(\$109.8)	\$74.6	(\$78.4)
TOTAL REVENUE	\$1,442.2	\$1,329.1	\$1,462.4	\$1,478.5	\$1,404.1	\$2,383.3	\$2,558.9	\$2,724.5	\$2,928.3	\$3,304.5	\$3,710.8	\$3,966.7	\$4,166.6	\$32,859.9
CLOSING CASH BALANCE	\$1,250.2	(\$4,684.6)	(\$4,555.5)	(\$5,354.8)	(\$8,565.6)	(\$8,732.2)	(\$8,283.3)	(\$9,675.0)	(\$6,795.2)	(\$3,540.3)	(\$12.2)	(\$4,114.0)	\$0.0	

2019 Adjusted Charge Per Capita \$1,823.72

<b>Allocation of Capital Program</b>	
Residential Sector	90.4%
Non-Residential Sector	9.6%
<b>Rates for 2019</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

164  
APPENDIX C.2  
TABLE 3

TOWN OF COLLINGWOOD  
WATER SERVICES  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE

WATER: NON-RESIDENTIAL	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	TOTAL
OPENING CASH BALANCE (\$000)	\$0.0	\$219.3	(\$318.3)	(\$225.8)	(\$223.2)	(\$465.9)	(\$488.0)	(\$455.6)	(\$631.9)	(\$367.2)	(\$79.2)	\$219.1	(\$321.2)	
2019 TO 2031 NON-RESIDENTIAL FUNDING REQUIREMENTS														
Water: Non-Residential: Non: Inflated	\$20.4	\$758.4	\$136.5	\$228.6	\$454.0	\$246.0	\$199.5	\$381.6	\$4.4	\$4.4	\$16.0	\$691.1	\$4.4	\$3,145.3
Water: Non-Residential: Inflated	\$20.4	\$773.6	\$142.0	\$242.6	\$491.5	\$271.5	\$224.7	\$438.3	\$5.2	\$5.3	\$19.5	\$859.3	\$5.6	\$3,499.4
NEW NON-RESIDENTIAL DEVELOPMENT														
- New Building GFA - square metres	6,480	6,540	6,600	6,660	6,780	6,840	6,900	6,960	7,020	7,080	7,140	7,200	7,332	89,532
REVENUE														
- DC Receipts: Inflated	\$236.0	\$242.9	\$250.0	\$257.4	\$267.2	\$275.0	\$283.0	\$291.1	\$299.5	\$308.1	\$316.9	\$326.0	\$338.6	\$3,691.7
INTEREST														
- Interest on Opening Balance	\$0.0	\$7.7	(\$17.5)	(\$12.4)	(\$12.3)	(\$25.6)	(\$26.8)	(\$25.1)	(\$34.8)	(\$20.2)	(\$4.4)	\$7.7	(\$17.7)	(\$181.4)
- Interest on In-year Transactions	\$3.8	(\$14.6)	\$1.9	\$0.3	(\$6.2)	\$0.1	\$1.0	(\$4.0)	\$5.2	\$5.3	\$5.2	(\$14.7)	\$5.8	(\$11.0)
TOTAL REVENUE	\$239.7	\$236.0	\$234.4	\$245.2	\$248.8	\$249.4	\$257.1	\$262.0	\$269.9	\$293.2	\$317.8	\$319.0	\$326.8	\$3,499.4
CLOSING CASH BALANCE	\$219.3	(\$318.3)	(\$225.8)	(\$223.2)	(\$465.9)	(\$488.0)	(\$455.6)	(\$631.9)	(\$367.2)	(\$79.2)	\$219.1	(\$321.2)	\$0.0	

2019 Adjusted Charge Per Square Metre **\$36.41**

<b>Allocation of Capital Program</b>	
Residential Sector	90.4%
Non-Residential Sector	9.6%
<b>Rates for 2019</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

## Appendix C.3

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### Wastewater Services

## **Appendix C.3**

### **Wastewater Services**

#### **Table 1      2019 – 2031 Development-Related Capital Program**

The capital program for Wastewater Services projects amounts to \$101.60 million. Small portions of the capital program relate to sewer projects (\$4.76 million), studies and environmental assessments (\$390,000) and outstanding credits (\$113,100). The bulk of the capital program is for wastewater facility projects. The construction of a Water Pollution Control Plant on the north limit of Birch Street is slated to cost \$90.34 million.

No grants, subsidies or other contributions are expected, and so the net municipal cost of the capital program remains \$101.60 million. A benefit to existing share of \$5.42 million is deducted for the proposed Water Pollution Control Plant (additional details is provided in Appendix H). As a result, the total eligible costs brought forward to the DC calculation amounts to \$96.18 million.

The Wastewater Services reserve fund balance of \$11.15 million has been applied to projects occurring near the beginning of the recovery period. Another \$40.19 million has been deemed a post-period benefit that will benefit growth occurring after 2031; these costs may be recoverable under future DC by-laws. The remaining in-period DC eligible costs total \$44.84 million.

#### **Table 2      Calculation of the Unadjusted Development Charges**

In total, \$44.84 million is brought forward to the DC calculation, to be allocated 90 per cent to the residential sector and 10 per cent to the non-residential sector (based on shares of future population and employment growth). This yields a calculated charge of \$2,339.48 per capita and \$48.20 per square metre.

#### **Table 3      Cash Flow Analysis**

After cash flow and reserve fund analysis, the residential calculated charge decreases to \$2,244.85 per capita and the non-residential charge decreases

to \$45.66 per square metre. This is a reflection of the timing of the capital program and development charges revenues.

The following table summarizes the calculation of the Wastewater development charge:

<b>WASTEWATER SERVICES SUMMARY</b>					
2019 - 2028		Unadjusted		Adjusted	
Development-Related Capital Program		Development Charge		Development Charge	
Total	Net DC Recoverable	\$/capita	\$/sq.m	\$/capita	\$/sq.m
\$101,598,324	\$44,837,467	\$2,339.48	\$48.20	\$2,244.85	\$45.66

168  
APPENDIX C.3  
TABLE 1

TOWN OF COLLINGWOOD  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
WASTEWATER SERVICES

NO.	Infrastructure Requirement	Timing	Gross Cost	Grants, Subsidies & Other Contributions	Net Municipal Cost	Benefit to Existing Share		Total DC Eligible Costs	DC Reserves	DC In-Period Eligible Costs	Post Period Allocation	
Sewers												
1	Hurontario St from Lockhart Rd to Collins St: replace existing trunk sewer	2024 - 2024	\$848,400	\$0	\$848,400	0%	\$0	\$848,400	\$848,400	\$0	0%	\$0
2	North of Mountain Road b/w Tenth Line to beyond Eleventh Line: Oversize trunk sewer through future development	2025 - 2025	\$191,000	\$0	\$191,000	0%	\$0	\$191,000	\$57,300	\$0	70%	\$133,700
3	Mountain Road West of Balsam Street	2025 - 2025	\$1,095,700	\$0	\$1,095,700	0%	\$0	\$1,095,700	\$1,095,700	\$0	0%	\$0
4	Harbour Street from Georgian Trail to Tenth Line: extend existing trunk sewer	2030 - 2030	\$130,600	\$0	\$130,600	0%	\$0	\$130,600	\$65,300	\$0	50%	\$65,300
5	South of Mountain Rd b/w Eleventh Line and West Limit: Oversizing of trunk sewer through future development	2031 - 2031	\$1,537,900	\$0	\$1,537,900	0%	\$0	\$1,537,900	\$0	\$0	100%	\$1,537,900
6	Black Ash Creek from Sixth St to the south limit: oversizing trunk sewer through future development	2031 - 2031	\$30,200	\$0	\$30,200	0%	\$0	\$30,200	\$0	\$0	100%	\$30,200
8	Black Ash Creek SPS forcemain: SPS to WPCP	2032 - 2032	\$926,718	\$0	\$926,718	0%	\$0	\$926,718	\$0	\$0	100%	\$926,718
Subtotal Sewer Projects			\$4,760,518	\$0	\$4,760,518		\$0	\$4,760,518	\$2,066,700	\$0		\$2,693,818
Studies												
9	Wastewater Plan Update	2024 - 2024	\$120,000	\$0	\$120,000	0%	\$0	\$120,000	\$120,000	\$0	0%	\$0
10	Wastewater Plan Update	2029 - 2029	\$120,000	\$0	\$120,000	0%	\$0	\$120,000	\$120,000	\$0	0%	\$0
11	Class EA &Studies	2019 - 2031	\$150,000	\$0	\$150,000	0%	\$0	\$150,000	\$150,000	\$0	0%	\$0
Subtotal Studies			\$390,000	\$0	\$390,000		\$0	\$390,000	\$390,000	\$0		\$0
Outstanding Credits and Debt												
12	Lotco II Limited	2019 - 2019	\$113,138	\$0	\$113,138	0%	\$0	\$113,138	\$113,138	\$0	0%	\$0
Subtotal Outstanding Credits and Debt			\$113,138	\$0	\$113,138		\$0	\$113,138	\$113,138	\$0		\$0
Wastewater Facilities												
13	Black Ash Sewage Pumping Upgrades	2019 - 2019	\$4,000,000	\$0	\$4,000,000	0%	\$0	\$4,000,000	\$4,000,000	\$0	0%	\$0
7	Wastewater Treatment Plant - Outfall Improvements	2027 - 2032	\$1,249,668	\$0	\$1,249,668	0%	\$0	\$1,249,668	\$0	\$705,868	44%	\$543,800
14	WPCP Municipal Class EA Update & Assimilative Capacity Update	2025 - 2025	\$750,000	\$0	\$750,000	0%	\$0	\$750,000	\$750,000	\$0	0%	\$0
15	Water Pollution Control Plant (North Limit of Birch St)	2027 - 2031	\$90,335,000	\$0	\$90,335,000	6%	\$5,420,100	\$84,914,900	\$3,834,701	\$44,131,599	44%	\$36,948,600
Subtotal Wastewater Facilities			\$96,334,668	\$0	\$96,334,668		\$5,420,100	\$90,914,568	\$8,584,701	\$44,837,467		\$37,492,400
Total Wastewater Projects												
			\$101,598,324	\$0	\$101,598,324	\$5,420,100	\$96,178,224	\$11,154,539	\$44,837,467	\$40,186,218		

169  
APPENDIX C.3  
TABLE 2

TOWN OF COLLINGWOOD  
SUMMARY OF UNADJUSTED RESIDENTIAL AND NON-RESIDENTIAL DEVELOPMENT CHARGES  
WASTEWATER 2019-2031

12-Year Growth in Population in New Units	17,321
Employment Growth	1,492
12-Year Growth in Square Meters	89,532

	Growth-Related Capital Forecast									
	Gross Project Cost (\$000)	Benefit to Existing Share (\$000)	Direct Developer Contributions (\$000)	Available DC Reserves (\$000)	Post Period Allocation (\$000)	Total Net Capital Costs After Discount (\$000)	Residential Share		Non-Residential Share	
							%	\$000	%	\$000
<b>WASTEWATER 2019-2031</b>										
Sewers	\$4,760.52	\$0.00	\$0.00	\$0.00	\$2,693.82	\$2,066.70	90%	\$1,867.79	10%	\$198.91
Studies	\$390.00	\$0.00	\$0.00	\$0.00	\$0.00	\$390.00	90%	\$352.46	10%	\$37.54
Outstanding Credits and Debt	\$113.14	\$0.00	\$0.00	\$0.00	\$0.00	\$113.14	90%	\$102.25	10%	\$10.89
Wastewater Facilities	\$96,334.67	\$5,420.10	\$0.00	\$11,154.54	\$37,492.40	\$42,267.63	90%	\$38,199.60	10%	\$4,068.03
<b>TOTAL WASTEWATER 2019-2031</b>	<b>\$101,598.32</b>	<b>\$5,420.10</b>	<b>\$0.00</b>	<b>\$11,154.54</b>	<b>\$40,186.22</b>	<b>\$44,837.47</b>		<b>\$40,522.10</b>		<b>\$4,315.37</b>
<b>Unadjusted Development Charge Per Capita (\$)</b>								<b>\$2,339.48</b>		
<b>Unadjusted Development Charge Per Sq. M. (\$)</b>										<b>\$48.20</b>



170  
APPENDIX C.3  
TABLE 3

TOWN OF COLLINGWOOD  
WASTEWATER 2019-2031  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE

WASTEWATER: RESIDENTIAL	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	TOTAL
OPENING CASH BALANCE (\$000)	\$0.0	\$1,779.3	\$3,651.9	\$5,925.6	\$8,317.0	\$10,833.3	\$14,780.9	\$19,084.6	\$23,767.0	\$19,170.1	\$14,488.4	\$9,729.9	\$4,900.2	
2019 TO 2031 RESIDENTIAL FUNDING REQUIREMENTS														
Wastewater: Residential: Non Inflated	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$8,083.2	\$8,083.2	\$8,083.2	\$8,083.2	\$8,083.2	\$40,415.8
Wastewater: Residential: Inflated	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$9,470.7	\$9,660.1	\$9,853.3	\$10,050.4	\$10,251.4	\$49,285.9
NEW RESIDENTIAL DEVELOPMENT														
- Population Growth in New Units	779	777	903	901	900	1,415	1,472	1,530	1,592	1,659	1,728	1,798	1,867	17,321
REVENUE														
- DC Receipts: Inflated	\$1,748.7	\$1,779.1	\$2,109.0	\$2,146.4	\$2,186.9	\$3,507.1	\$3,721.3	\$3,945.3	\$4,187.3	\$4,450.8	\$4,728.6	\$5,018.6	\$5,315.4	\$44,844.5
INTEREST														
- Interest on Opening Balance	\$0.0	\$62.3	\$127.8	\$207.4	\$291.1	\$379.2	\$517.3	\$668.0	\$831.8	\$671.0	\$507.1	\$340.5	\$171.5	\$4,775.0
- Interest on In-year Transactions	\$30.6	\$31.1	\$36.9	\$37.6	\$38.3	\$61.4	\$65.1	\$69.0	(\$145.3)	(\$143.3)	(\$140.9)	(\$138.4)	(\$135.7)	(\$333.6)
TOTAL REVENUE	\$1,779.3	\$1,872.5	\$2,273.7	\$2,391.4	\$2,516.3	\$3,947.6	\$4,303.8	\$4,682.3	\$4,873.8	\$4,978.5	\$5,094.8	\$5,220.7	\$5,351.1	\$49,285.9
CLOSING CASH BALANCE	\$1,779.3	\$3,651.9	\$5,925.6	\$8,317.0	\$10,833.3	\$14,780.9	\$19,084.6	\$23,767.0	\$19,170.1	\$14,488.4	\$9,729.9	\$4,900.2	(\$0.0)	

2019 Adjusted Charge Per Capita \$2,244.85

Allocation of Capital Program

Residential Sector 90.4%  
Non-Residential Sector 9.6%

Rates for 2019

Inflation Rate 2.0%  
Interest Rate on Positive Balances 3.5%  
Interest Rate on Negative Balances 5.5%

171  
APPENDIX C.3  
TABLE 3

TOWN OF COLLINGWOOD  
WASTEWATER 2019-2031  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE

WASTEWATER: NON-RESIDENTIAL	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	TOTAL
OPENING CASH BALANCE (\$000)	\$0.0	\$301.0	\$621.5	\$962.2	\$1,324.2	\$1,711.5	\$2,122.2	\$2,557.5	\$3,018.4	\$2,473.6	\$1,900.1	\$1,296.7	\$662.3	
2019 TO 2031 NON-RESIDENTIAL FUNDING REQUIREMENTS														
Wastewater: Non-Residential: Non: Inflated	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$860.8	\$860.8	\$860.8	\$860.8	\$860.8	\$4,304.0
Wastewater: Non-Residential: Inflated	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,008.6	\$1,028.7	\$1,049.3	\$1,070.3	\$1,091.7	\$5,248.7
NEW NON-RESIDENTIAL DEVELOPMENT														
- New Building GFA - square metres	6,480	6,540	6,600	6,660	6,780	6,840	6,900	6,960	7,020	7,080	7,140	7,200	7,332	89,532
REVENUE														
- DC Receipts: Inflated	\$295.9	\$304.6	\$313.5	\$322.7	\$335.1	\$344.8	\$354.8	\$365.0	\$375.5	\$386.3	\$397.4	\$408.7	\$424.6	\$4,628.8
INTEREST														
- Interest on Opening Balance	\$0.0	\$10.5	\$21.8	\$33.7	\$46.3	\$59.9	\$74.3	\$89.5	\$105.6	\$86.6	\$66.5	\$45.4	\$23.2	\$663.3
- Interest on In-year Transactions	\$5.2	\$5.3	\$5.5	\$5.6	\$5.9	\$6.0	\$6.2	\$6.4	(\$17.4)	(\$17.7)	(\$17.9)	(\$18.2)	(\$18.3)	(\$43.4)
TOTAL REVENUE	\$301.0	\$320.4	\$340.7	\$362.0	\$387.3	\$410.7	\$435.3	\$460.9	\$463.8	\$455.2	\$446.0	\$435.9	\$429.4	\$5,248.7
CLOSING CASH BALANCE	\$301.0	\$621.5	\$962.2	\$1,324.2	\$1,711.5	\$2,122.2	\$2,557.5	\$3,018.4	\$2,473.6	\$1,900.1	\$1,296.7	\$662.3	\$0.0	

2019 Adjusted Charge Per Square Metre \$45.66

<b>Allocation of Capital Program</b>	
Residential Sector	90.4%
Non-Residential Sector	9.6%
<b>Rates for 2019</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

## Appendix D

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### Reserve Fund Balances

## **Appendix D**

### **Development Charges Reserve Fund Unallocated Balances**

The DCA requires that a reserve fund be established for each service for which development charges are collected. Table 1 presents the uncommitted reserve fund balances that are available to help fund the growth-related net capital costs identified in this study. The opening balances of the development charges reserve funds as of December 31, 2018 have been adjusted to account for existing commitments and adjustments to reserve fund projects as well as outstanding intra fund borrowing.

As shown on Table 1, the December 31, 2018 total adjusted reserve fund balance was in a positive position of \$20.85 million. The application of the available uncommitted balance in each of the reserve funds is discussed in the appendix section related to each service. The funds are assigned to projects in the initial years of the capital program for each service. This has the effect of reducing and deferring capital costs brought forward to the development charges calculation and the cash flow analysis.

**APPENDIX D  
TABLE 1**

**TOWN OF COLLINGWOOD  
DEVELOPMENT CHARGE RESERVE FUND BALANCE BY ACCOUNT  
YEAR ENDING DECEMBER 31, 2018**

<b>Service</b>	<b>Reserve Fund Balance as at Dec. 31, 2018</b>
Library Services	(\$561)
Fire Protection Services	(\$802,453)
Parking And By-Law	\$309,333
Outdoor Recreation	\$2,270,833
Police Service	\$54,663
Indoor Recreation	\$768,963
Transit Services	\$10,077
Administration	\$54,511
Roads And Related	\$4,494,484
Water Services	\$2,536,846
Wastewater Services	\$11,154,539
<b>Total Development Charge Reserves</b>	<b>\$20,851,233</b>

## APPENDIX E

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### COST OF GROWTH ANALYSIS

## **APPENDIX E**

### **COST OF GROWTH ANALYSIS**

#### **ASSET MANAGEMENT PLAN**

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

#### **Asset Types**

A summary of the future municipal-owned assets and estimated useful life assumptions for eligible DC services considered as part of the study are outlined in Table 1 and Table 2. The useful lives, where possible, have been sourced from the Town's Asset Management Plan. Although all capital assets considered in the study have been identified, not all assets necessitate future replacement or ongoing maintenance activities. The exception and the justification is as follows:

- Some of the works identified may represent one-time expenditures and may be temporary in nature. Therefore, the assets would not be required to be replaced and no ongoing operation and maintenance costs exist. Such assets are identified as “not a long-term asset” in the table.
- Some projects do not relate to the emplacement of a tangible capital asset— some examples include the acquisition of land or the undertaking of development-related studies. These projects/costs do not necessarily require future replacement or ongoing maintenance. Such projects are identified as “not infrastructure” in the table.
- For assets that have been constructed (i.e. recovery of past commitments) it is assumed that the related contribution is already included within the City's annual provision. As such, these projects are identified as “not applicable” in the table.

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

<b>Table 1 – Summary of Municipal Assets Considered Town-wide General Services</b>	
<b>Service and Amenities</b>	<b>Estimated Useful Life</b>
<b>Library</b> <ul style="list-style-type: none"> <li>• Debt recovery</li> <li>• Buildings</li> <li>• Material and equipment</li> <li>• Studies</li> </ul>	Not applicable 70 years 12 years Not infrastructure
<b>Fire Services</b> <ul style="list-style-type: none"> <li>• Debt Recovery</li> <li>• Buildings</li> <li>• Vehicles</li> <li>• Equipment</li> </ul>	Not applicable 40 years 13 years 10 years
<b>Police Services</b> <ul style="list-style-type: none"> <li>• Buildings</li> <li>• Equipment</li> </ul>	40 years 10 years
<b>Parking</b> <ul style="list-style-type: none"> <li>• Parking Structures</li> </ul>	50 years
<b>Outdoor Recreation</b> <ul style="list-style-type: none"> <li>• Land Improvements</li> <li>• Equipment</li> <li>• Buildings</li> <li>• Fleet</li> </ul>	30 years 12 years 70 years 10 years
<b>Indoor Recreation</b> <ul style="list-style-type: none"> <li>• Recreation Facilities</li> </ul>	70 years
<b>Administration</b> <ul style="list-style-type: none"> <li>• Development-related studies, etc.</li> </ul>	Not infrastructure
<b>Transit</b> <ul style="list-style-type: none"> <li>• Vehicles</li> <li>• Equipment</li> </ul>	11 years 10 years

<b>Table 2 – Summary of Municipal Assets Considered Engineered Services</b>	
<b>Capital Project Description</b>	<b>Estimated Useful Life</b>
<b>Roads and Related</b> <ul style="list-style-type: none"> <li>• Linear Roads Infrastructure</li> <li>• Stand Alone Intersection Improvements</li> <li>• DC Credits/refunds</li> <li>• Sidewalks</li> <li>• Fleet</li> <li>• Buildings</li> <li>• Studies</li> </ul>	50 years 50 years Not applicable 75 years 10 years 70 years Not infrastructure
<b>Water Services</b> <ul style="list-style-type: none"> <li>• Linear Water Infrastructure</li> <li>• Water Facilities Projects</li> <li>• Studies</li> <li>• DC Credits</li> </ul>	75 years 70 years Not infrastructure Not applicable
<b>Wastewater Services</b> <ul style="list-style-type: none"> <li>• Wastewater Infrastructure</li> <li>• Wastewater Facilities</li> <li>• Studies</li> <li>• DC Credits</li> </ul>	75 years 70 years Not infrastructure Not applicable



## **Annual Provision**

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

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

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

Table 3 and 4 provides the calculated annual asset management contribution for both the gross capital expenditures and the share related to the 2019-2028 and 2019-2031 DC recoverable portion. The year 2029 and 2032 have been included to calculate the annual contribution for the 2019-2028 and 2019-2032 periods as the expenditures in 2028 and 2031 will not trigger asset management contributions until 2029 and 2032, respectively. As shown in Table 3, by 2029, the Town will need to fund an additional \$1.39 million per annum in order to properly fund the full life cycle costs of the new assets related to general services supported under the development charges by-law.

Table 4 provides a separate analysis of the annual provisions required for the protection and engineered services capital program as the program extends to

2032. As shown in Table 4, the annual provision in 2032 amounts to \$2.53 million.

TABLE 3 CALCULATED ANNUAL ASSET MANAGEMENT CONTRIBUTION - GENERAL SERVICES				
General Services	2019-2028 Capital Program		Calculated Annual AMP Provision by 2029	
	DC-Eligible	Non DC Eligible	DC-Related	Non-DC Related
Library Services	\$ 3,464,000	\$ 5,491,000	\$ 75,000	\$ 82,000
Parking And By-Law	\$ 2,763,000	\$ 5,279,000	\$ 59,000	\$ 117,000
Outdoor Recreation	\$ 24,075,000	\$ 35,351,000	\$ 896,000	\$ 1,261,000
Transit Services	\$ 1,377,000	\$ 73,000	\$ 134,000	\$ 3,000
Indoor Recreation	\$ 14,391,000	\$ 13,732,000	\$ 225,000	\$ 215,000
Administration	\$ 770,000	\$ 45,000	\$ -	\$ -
<b>Total</b>	<b>\$ 46,840,000</b>	<b>\$ 59,971,000</b>	<b>\$ 1,389,000</b>	<b>\$ 1,678,000</b>

TABLE 4 CALCULATED ANNUAL ASSET MANAGEMENT CONTRIBUTION - PROTECTION & ENGINEERED SERVICES				
Protection and Engineered Services	2019-2031 Capital Program		Calculated Annual AMP Provision by 2032	
	DC-Eligible	Non DC Eligible	DC-Related	Non-DC Related
Fire Protection Services	\$ 5,295,000	\$ 6,085,000	\$ 114,000	\$ 269,000
Police Service	\$ 2,030,000	\$ -	\$ 63,000	\$ -
Roads And Related	\$ 46,335,000	\$ 33,660,000	\$ 1,085,000	\$ 688,000
Wastewater Services	\$ 55,144,000	\$ 45,606,000	\$ 769,000	\$ 691,000
Water Services	\$ 35,217,000	\$ 71,389,000	\$ 500,000	\$ 813,000
<b>Total</b>	<b>\$ 144,021,000</b>	<b>\$ 156,740,000</b>	<b>\$ 2,531,000</b>	<b>\$ 2,461,000</b>

### Transit Asset Management in the Town

The Town of Collingwood currently operates three regularly scheduled routes, with one main transit terminal. In addition, there are Transit Links to the Town of Wasaga Beach and the Town of The Blue Mountains. The Town of Collingwood also operates an accessible transit service, Red Cross Para Transit.

The Town aims to maintain the transit fleet in state of good repair through regular maintenance and inspections to achieve public transit safety and reliability standards. The Town has participated in Simcoe County's [Transit Feasibility and Implementation Study](#) that recommends further inter-municipal transit between Collingwood and Barrie. The Town, through its [annual budgeting process](#), also examines the financial sustainability of the proposed

transit capital infrastructure, as well as the associated operating impacts and proposed revenue sources.

The Town currently plans to add three new buses and several new bus shelters. In addition, the Town will conduct a Transit Study with the Towns of The Blue Mountains and Wasaga Beach in order to identify future transit needs. The full cost of the capital program for Transit is valued at \$1.45 million over the ten-year planning period. Details on the capital projects and anticipated ridership forecast is found in Appendix B.

The additional buses and shelters are expected to have a yearly net operating impact of \$347,500 per year by 2028 (see Appendix E). As previously stated, the Town ensures that the transit system will be financially sustainable through yearly capital and operating budget reviews

## **Financial Sustainability of the Program**

### ***Future Revenue Growth***

The calculated annual funding provision should be considered within the context of the Town's projected growth. Over the next ten years (to 2028) the City is projected to increase by approximately 4,640 households (3,280 permanent and 1,360 seasonal). In addition, the Town will also add nearly 1,030 new employees that will result in approximately 67,900 square metres of additional non-residential building space. By 2031, there will be an increase of nearly 6,750 new dwelling units and 89,500 square metres of non-residential building space. This growth will have the effect of increasing the overall assessment base and additional user fee and charges revenues to offset the capital asset provisions required to replace the infrastructure proposed to be funded under the development charges by-law. The collection of these funds is intended to be allocated to the Town's reserves for the future replacement of these assets.

## **LONG-TERM CAPITAL AND OPERATING IMPACT ANALYSIS**

As shown in Table 5, by 2028, the Town's net operating costs are estimated to increase by \$2.75 million for property tax supported ten-year general services. In addition, by 2031, net operating costs will increase by \$6.85 million for protection and engineered services. Increases in net operating costs will be experienced as new facilities such as the proposed fire station, library, and recreation facility are opened. Operating and maintenance costs will also

increase as additions to the Town's road network are made. Water and Wastewater capital expenditures are expected to be offset by user fees and water/wastewater rates rather than property taxes and therefore no impact is reflected in the analysis. Capital costs related to studies are not expected to have an impact on property tax supported operating costs.

Table 6 summarizes the components of the development-related capital forecast that will require funding from non-DC sources. For general services with a ten-year benefitting period, \$22.47 million will need to be financed from non-DC sources as it relates to benefit to existing and the legislated discount. In addition, \$41.63 million in interim DC financing related to post-period shares of projects may be required. However, because DC by-laws must be revisited at least every five years, it is difficult to determine the quantum of interim financing that may be necessary.

For protection and engineered services, \$35.63 million will need to be financed from non-DC sources over the 2019-2031 planning period, which is entirely related to the replacement of existing infrastructure that will benefit the existing community. In addition, \$78.80 million in interim DC financing may be necessary for post-period shares of projects.

All together, \$58.09 million will need to be financed from non-DC sources over the planning period for general, protection and engineered services. Council is made aware of these factors so that they understand the operating and capital costs that will not be covered by DCs as it adopts the development-related capital forecast set out in the study.

#### **THE PROGRAM IS DEEMED FINANCIALLY SUSTAINABLE**

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

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

## APPENDIX E

TABLE 6

**TOWN OF COLLINGWOOD**  
**ESTIMATED NET OPERATING COST OF THE PROPOSED**  
**DEVELOPMENT-RELATED CAPITAL PROGRAM**  
(in constant 2019 dollars)

	Net Cost (in 2019\$)		2028
<b>Library Services</b>			<b>\$900.0</b>
New Library	\$90.00	per square foot	\$900.0
<b>Parking and By-law</b>			<b>\$124.5</b>
New Structures	\$414.98	per new parking spot	\$124.5
<b>Outdoor Recreation</b>	\$0.02	per \$1.00 of new capital	<b>\$1,181.9</b>
<b>Indoor Recreation</b>			<b>\$200.0</b>
New Facilities	\$10.00	per square foot	\$200.0
<b>Transit</b>			<b>\$347.5</b>
	\$0.25	per \$1.00 of new capital	\$347.5
<b>Administration</b>			<b>\$0.0</b>
No additional operating costs			\$0.0
<b>TOTAL ESTIMATED OPERATING COSTS</b>			<b>\$2,753.9</b>

	Net Cost (in 2019\$)		2031
<b>Fire Services</b>			<b>\$3,708.8</b>
New Fire Station	\$170.00	per square foot	\$2,550.0
Vehicles and Equipment	\$0.15	per \$1.00 of new capital	\$1,158.8
<b>Police Services</b>			<b>\$850.0</b>
	\$170.00	per square foot	\$850.0
<b>Roads and Related</b>			<b>\$2,295.0</b>
	\$340.00	per household	\$2,295.0
<b>Water Services</b>	\$0.00	Rate supported service	<b>\$0.0</b>
<b>Wastewater Services</b>	\$0.00	Rate supported service	<b>\$0.0</b>
<b>TOTAL ESTIMATED OPERATING COSTS</b>			<b>\$6,853.8</b>

183  
APPENDIX E  
TABLE 6

TOWN OF COLLINGWOOD  
SUMMARY OF DEVELOPMENT-RELATED CAPITAL PROGRAM  
FOR GENERAL, PROTECTION AND ENGINEERED SERVICES  
(in \$000)

General Services	Development-Related Capital Program (2019-2028)					
	Net Municipal Cost (\$000)	Replacement & Benefit to Existing (\$000)	Legislated Service Discount (\$000)	Available DC Reserves (\$000)	Post-2028 Benefit (\$000)	Total DC Eligible Costs for Recovery (\$000)
1.0 LIBRARY SERVICES	\$8,955.3	\$1,410.9	\$754.4	\$0.0	\$3,672.2	\$3,117.8
2.0 PARKING AND BY-LAW	\$8,042.1	\$0.0	\$804.2	\$309.3	\$4,741.0	\$2,187.6
3.0 OUTDOOR RECREATION	\$59,097.4	\$11,685.2	\$4,741.2	\$2,270.8	\$21,003.8	\$19,396.4
4.0 INDOOR RECREATION	\$28,122.4	\$122.5	\$2,800.0	\$769.0	\$12,215.5	\$12,215.5
5.0 ADMINISTRATION	\$815.0	\$45.0	\$77.0	\$54.5	\$0.0	\$638.5
6.0 TRANSIT SERVICES	\$1,410.0	\$33.2	\$0.0	\$10.1	\$0.0	\$1,366.7
<b>TOTAL - GENERAL SERVICES (2019-2028)</b>	<b>\$106,442.2</b>	<b>\$13,296.8</b>	<b>\$9,176.8</b>	<b>\$3,413.7</b>	<b>\$41,632.5</b>	<b>\$38,922.5</b>

Engineered and Protection Services	Development-Related Capital Program (2019-2031)					
	Net Municipal Cost (\$000)	Replacement & Benefit to Existing (\$000)	Legislated Service Discount (\$000)	Available DC Reserves (\$000)	Post-2031 Benefit (\$000)	Total DC Eligible Costs for Recovery (\$000)
1.0 ROADS AND RELATED	\$80,534.8	\$17,367.7	\$0.0	\$4,494.5	\$15,639.5	\$43,033.1
2.0 WATER SERVICES	\$64,940.8	\$9,206.5	\$0.0	\$2,536.8	\$20,517.3	\$32,680.2
3.0 WASTEWATER SERVICES	\$101,598.3	\$5,420.1	\$0.0	\$11,154.5	\$40,186.2	\$44,837.5
4.0 FIRE PROTECTION SERVICES	\$11,379.5	\$3,631.6	\$0.0	\$0.0	\$2,453.3	\$5,294.6
5.0 POLICE SERVICE	\$2,030.0	\$0.0	\$0.0	\$54.7	\$0.0	\$1,975.3
<b>TOTAL - ENGINEERED &amp; PROTECTION SERVICES (2019-2031)</b>	<b>\$260,483.3</b>	<b>\$35,625.9</b>	<b>\$0.0</b>	<b>\$18,240.5</b>	<b>\$78,796.3</b>	<b>\$127,820.6</b>

<b>TOTAL GENERAL, PROTECTION AND ENGINEERED SERVICES</b>	<b>\$366,925.6</b>	<b>\$48,922.6</b>	<b>\$9,176.8</b>	<b>\$21,654.2</b>	<b>\$120,428.8</b>	<b>\$166,743.1</b>
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## APPENDIX F

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### LOCAL SERVICE GUIDELINES

## Appendix F

### General Policy Guidelines on Development Charge and Local Service Funding for Town-Related Works

The following guidelines set out in general terms the size and nature of engineered infrastructure that is included in the Town of Collingwood 2019 Development Charges Study. For a project to be eligible to be funded completely or in part by development charges, the following will apply:

1. The project will be identified in the most current Town of Collingwood Development Charges Study.
2. If any infrastructure does not add any additional capacity over and above the capacity requirement for that development, these projects are assumed to be the sole responsibility of the developer.
3. Infrastructure that provides servicing or capacity for more than one development is not necessarily fully or partially funded from development charges. If a project is considered fully or partially local in nature, the Town will require the benefiting land owners to fund the works directly.

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

These local service policy guidelines are subject to review and amendment by the Town which may be independent of an amendment or update to the Town's development charge by-laws.

The detailed engineering requirements for all work and/or development are governed by the Town of Collingwood Official Plan, or if not specified in the Official Plan, by the approved detailed engineering standards.



## **1.0 Collector Roads**

- 1.1 Collector Roads Internal to Development – Direct developer responsibility under s.59 of the DCA (as a local service).
- 1.2 Collector Roads External to Development – If local service within the area to which the plan relates, direct developer responsibility under s.59 of the DCA; otherwise, include in DC calculation to the extent permitted under s.5(1) of the DCA (dependent on local circumstances).
- 1.3 Stream crossing and rail crossing road works, excluding underground utilities but including all other works within lands to be dedicated to the Town or rail corridors – localized works to be borne by developers – works associated with 1.2 to be included in DCA.

## **2.0 Traffic Signals**

- 2.1 Traffic signalization within or external to development – Include in DC calculation to the extent permitted under s.5(1) of the DCA. Where a specific development warrants the need for traffic signals, the individual developer will pay for the cost of the signal.

## **3.0 Intersection Improvements**

- 3.1 New roads (collector and arterial) and road (collector and arterial) improvements – Include as part of road costing noted in item 1, to limits of ROW.
- 3.2 Intersections improvements within specific developments and all works necessary to connect to entrances (private and specific subdivision) to the roadway - Direct developer responsibility under s.59 of DCA (as a local service).
- 3.3 Intersections with County roads and provincial highways – Include in DC calculation to the extent that they are Town responsibility.
- 3.4 Intersection improvements on other roads due to development growth increasing traffic – Include in DC calculation.

## **4.0 Streetlights**

- 4.1 Streetlights on external roads – Include in area municipal DC (linked to collector road funding source in item 1).
- 4.2 Streetlights within specific developments or direct abutting roads – Direct developer responsibility under s.59 of DCA (as a local service).

## **5.0 Sidewalks**

- 5.1 Sidewalks on MTO and County roads – Include in area municipal DC or, in exceptional circumstances, may be local improvement or direct developer responsibility through local service provisions (s.59 of DCA).
- 5.2 Sidewalks on area municipal roads - Linked to collector road funding source in item 1.
- 5.3 Other sidewalks external to development (which are a local service within the area to which the plan relates) - Direct developer responsibility as a local service provision (under s.59 of DCA)

## **6.0 Bike Routes/Bike Lanes/Bike Paths/Multi-Use Trails/Naturalized Walkways**

- 6.1 Bike routes and bike lanes, within road allowance, external to development – Include in DC road costs (County and area municipal), consistent with the service standard provisions of the DCA, s.5(1).
- 6.2 Bike paths/multi-use trails/naturalized walkways external to development – Include in area municipal DCs consistent with the service standard provisions of the DCA, s.5(1).
- 6.3 Bike lanes, within road allowance, internal to development – Direct developer responsibility under s.59 of the DCA(as a local service).
- 6.4 Bike paths/multi-use trails/naturalized walkways internal to development – Direct developer responsibility under s.59 of the DCA(as a local service).
- 6.5 Trail Bridges/Underpasses and associated works – Include in area municipal DCs consistent with the service standard provisions of the DCA, s.5(1).

## **7.0 Noise Abatement Measures**

- 7.1 Internal to Development - Direct developer responsibility though local service provisions (s.59 of DCA).

## **8.0 Land Acquisition for Road Allowance**

- 8.1 Land Acquisition for arterial roads – Dedication under the Planning Act subdivision provisions (s.51) through development lands; in areas with limited or no development, include in County or area municipal DC (to the extent eligible).

8.2 Land Acquisition for collector roads – Dedication under the Planning Act subdivision provision (s.51) through development lands (up to 26 metre right-of- way); in areas with limited or no development, include in area municipal DC (to the extent eligible).

8.3 Land Acquisition for grade separations (beyond normal dedication requirements) – Include in the DC to the extent eligible.

## **9.0 Land Acquisition for Easements**

9.1 Easement costs external to or not directly associated with a specific subdivision shall be included in DC calculation.

## **10.0 Stormwater Management**

10.1 Quality and Quantity Works, direct developer responsibility through local service provisions (s. 59 of DCA).

10.2 Oversizing of stormwater management works for development external to developments will be subject to best efforts clauses by area municipality.

## **11.0 Water**

11.1 Local pumping stations and watermains servicing a small local area are local services to be paid by the developer or developers in a flow area or proportional basis. Upgrades to, or construction of, temporary water pumping stations are considered to be a direct developer responsibility.

11.2 Pumping stations and works associated with distribution Zone boundaries to be included within the DC.

11.3 Trunk watermains external to and not associated with a specific development will be included in the DC.

11.4 Marginal costs of waterworks within the subdivision included in DC for 300 mm nominal diameter and above.

11.5 Connections to trunk mains and pumping stations to service specific areas, to be direct developer responsibility.

## **12.0 Sanitary Sewer**

- 12.1 Local pumping stations and sanitary sewer mains servicing a small local area are local services to be paid by the developer or developers in a flow area or proportional basis. Upgrades to, or construction of, temporary pumping station are considered to be a direct developer responsibility.
- 12.2 Pumping stations shall be included in the DC.
- 12.3 Trunk sanitary sewers external to and not associated with a specific development will be included in the DC.
- 12.4 Connections to trunk mains and pumping stations to service specific areas, to be direct developer responsibility.
- 12.5 Marginal costs of sanitary sewer works within the subdivision, which benefits upstream developers, included in DC above 300 mm nominal diameter.

## APPENDIX G

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### APPROVED 2019 DEVELOPMENT CHARGES BY-LAW

**BY-LAW No. 2019-054  
OF THE  
CORPORATION OF THE TOWN OF COLLINGWOOD**




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BEING A BY-LAW TO ESTABLISH DEVELOPMENT CHARGES FOR THE  
CORPORATION OF THE TOWN OF COLLINGWOOD

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**WHEREAS** subsection 2(1) of the *Development Charges Act, 1997* c. 27 (hereinafter called "the Act") provides that the council of a municipality may pass By-laws for the imposition of development charges against land for increased capital costs required because of the need for services arising from development in the area to which the by-law applies;

**AND WHEREAS** the Council of The Corporation of the Town of Collingwood ("Town of Collingwood") has given Notice in accordance with Section 12 of the *Development Charges Act, 1997*, of its intention to pass a by-law under Section 2 of the said Act;

**AND WHEREAS** the Council of the Town of Collingwood has heard all persons who applied to be heard no matter whether in objection to, or in support of, the development charge proposal at a Public Meeting held on July 22, 2019;

**AND WHEREAS** the Council of the Town of Collingwood had before it a report entitled Development Charges Background Study dated June 3, 2019, as amended if applicable, prepared by Hemson Consulting Ltd., wherein it is indicated that the development of any land within the Town of Collingwood will increase the need for services as defined herein;

**AND WHEREAS** the Council of the Town of Collingwood on August 26, 2019 approved the applicable Development Charges Background Study, dated June 3, 2019, as amended if applicable, in which certain recommendations were made relating to the establishment of a development charge policy for the Town of Collingwood pursuant to the *Development Charges Act, 1997*;

**AND WHEREAS** the Council of the Town of Collingwood heard all persons who applied to be heard no matter whether in objection to, or in support of, the proposed development charges at a Public Meeting held on July 22, 2019;

**AND WHEREAS** by resolution adopted by Council of the Town of Collingwood on August 26, 2019, Council determined that the increase in the need for services attributable to the anticipated development as contemplated in the Development Charges Background Study dated June 3, 2019, as amended, including any capital costs, will be met by updating the capital budget and forecast for the Town of Collingwood, where appropriate;

**AND WHEREAS** the Council of the Town of Collingwood on August 26, 2019 determined that no additional public meeting was required;

**AND WHEREAS** by Resolution passed by Council of the Town of Collingwood on August 26, 2019, Council determined that the future excess capacity identified in the Development Charges Background Study dated June 3, 2019, shall be paid for by the development charges contemplated in the said Development Charges Background Study, or other similar charges;

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

**AND WHEREAS** the Development Charges Background Study dated June 3, 2019 includes an Asset Management Plan that deals with all assets whose capital costs are intended to be funded under the Development Charge By-law and that such assets are considered to be financially sustainable over their full life-cycle;

**AND WHEREAS** the Council of the Town of Collingwood will give consideration to incorporating the Asset Management Plan outlined in the Development Charges Background Study within the Town of Collingwood's ongoing practices and Corporate Asset Management Strategy;

**AND WHEREAS** the Council of the Town of Collingwood approves the planned level of service for Transit services, as identified in the Development Charges Background Study dated June 3,



2019 which has been estimated in accordance with the requirements of the *Act* and Ontario Regulation 82/98.

**NOW THEREFORE THE COUNCIL OF THE TOWN OF COLLINGWOOD ENACTS AS FOLLOWS:**

**DEFINITIONS**

**1.** In this by-law,

- (1) "Accessory Apartment" means an independent and accessory secondary dwelling unit that is located within a dwelling unit;
- (2) "Act" means the *Development Charges Act*, S.O. 1997, c. 27;
- (3) "Administration Service" means any and all studies carried out by the municipality that are with respect to eligible services for which a development charge by-law may be imposed under the *Development Charges Act, 1997*;
- (4) "Agricultural use" means a bona fide farming operation;
- (5) "Air supported structure" means a structure consisting of a pliable membrane that achieves and maintains its shape and support by internal air pressure;
- (6) "Apartment dwelling" means any dwelling unit within a building containing more than four dwelling units where the units are connected by an interior corridor;
- (7) "Bedroom" means a room or area used, designed, equipped or intended for sleeping; which is not less than 7m<sup>2</sup> (75.3ft<sup>2</sup>) where built-in cabinets are not provided and not less than 6m<sup>2</sup> (64.5ft<sup>2</sup>) where built-in cabinets are provided and shall not include a hall, bathroom; kitchen, laundry room; closet, dressing room or such similar room(s);
- (8) "Board of education" means a board defined in s.s. 1(1) of the *Education Act*;
- (9) "Building Code Act" means the *Building Code Act*, R.S.O. 1992, c.23, as amended;
- (10) "Cannabis cultivation" means the use of land, buildings or structures for the growing and cultivation of cannabis;
- (11) "Cannabis production facility" means the use of land, buildings or structures for the processing, testing, destruction, packaging and shipping of cannabis and for the purposes of the by-law is defined as a non-residential use;
- (12) "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,
  - (a) to acquire land or an interest in land, including a leasehold interest;
  - (b) to improve land;
  - (c) to acquire, lease, construct or improve buildings and structures;
  - (d) to acquire, lease, construct or improve facilities including,
    - (i) rolling stock with an estimated useful life of seven years or more,
    - (ii) furniture and equipment, other than computer equipment, and
    - (iii) materials acquired for circulation, reference or information purposes by a library board as defined in the *Public Libraries Act*, R.S.O. 1990, c.P.-44; and
  - (e) to undertake studies in connection with any of the matters referred to in clauses (a) to (d);
  - (f) to complete the development charge background study under Section 10 of the Act;
  - (g) interest on money borrowed to pay for costs in (a) to (d);

required for provision of services designated in this by-law within or outside the municipality.

- (13) "Council" means the Council of The Corporation of the Town of Collingwood;
- (14) "Development" means any activity or proposed activity in respect of land that requires one or more of the actions referred to in section 7 of this by-law and including the redevelopment of land or the redevelopment, expansion, extension or alteration of a use, building or structure except interior alterations to an existing building or structure which do not change or intensify the use of land;
- (15) "Development charge" means a charge imposed pursuant to this By-law;
- (16) "Dwelling unit" means a room or suite of rooms used, or designed or intended for use by, one person or persons living together, in which culinary and sanitary facilities are provided for the exclusive use of such person or persons, including time share units;
- (17) "Existing Industrial" means a building used for or in connection with:
  - a) manufacturing, producing, processing, storing or distributing something;
  - b) research or development in connection with manufacturing, producing or processing something;
  - c) retail sales by a manufacturer, producer, processor of something they manufactured, produced or processed a material portion of, if the retail sales are at the site where the manufacturing, production or processing takes place;
  - d) storage by a manufacturer, producer, processor of something they manufactured, produced or processed a material portion of, if the storage is at the site where the manufacturing, production or processing takes place;
  - e) office or administration purposes, if they are,
    - (i) carried out with respect to manufacturing, producing, processing, storage or distributing of something, and
    - (ii) in or attached to the building or structure used for that manufacturing, producing, processing, storage or distribution, provided that:
      - (A) such industrial building or buildings existed on a lot in the Town of Collingwood on the day this By-law comes into effect or the first industrial building or buildings constructed and occupied on a vacant lot pursuant to site plan approval for which full Development Charges were paid; and
      - (B) an Existing Industrial Building shall not include retail warehouses;
- (18) "Farm building" means that part of a bona fide farm operation encompassing barns, silos and other ancillary development to an agricultural use, but excluding a residential use;
- (19) "Grade" means the average level of finished ground adjoining a building or structure at all exterior walls;
- (20) "Gross floor area" means the aggregate of the total areas of all floors in a building, structure, or dwelling unit whether at, above, or below-grade, measured between the exterior faces of the exterior walls of the building or structure or from the centre line of a common wall separating two uses, or from the outside edge of a floor where the outside edge of the floor does not meet an exterior or common wall, and includes the floor area of a mezzanine.
- (21) "Local board" means a public utility commission, public library board, local board of health, or any other board, commission, committee or body or local authority established or exercising any power or authority under any general or special Act with respect to any of the affairs or purposes of the municipality or any part or parts thereof;
- (22) "Local services" means those services or facilities 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, required as a condition of approval under s.51 of the *Planning Act*, or as a condition of approval under s.53 of the *Planning Act*;
- (23) "Mezzanine" means an intermediate floor assembly between the floor and ceiling of any room or storey and includes an interior balcony as defined by the Ontario Building Code;



- (24) "Multiple dwelling" means all dwellings other than single detached dwellings, semi-detached dwellings, and apartment dwellings;
- (25) "Municipality" means The Corporation of the Town of Collingwood;
- (26) "Non-residential uses" means a building or structure used for other than a residential use;
- (27) "Owner" means the owner of land or any person authorized by the owner who has made application for an approval for the development of land upon which a development charge is imposed;
- (28) "Planning Act" means the *Planning Act*, R.S.O. 1990, c.P.-13, as amended;
- (29) "Re-development" means the construction, erection or placing of one or more buildings or structures on land where all or part of a building or structure has previously been demolished on such land, or changing the use from a residential to non-residential use or from a non-residential to residential use or from one residential use to another form of residential use;
- (30) "Regulation" means any regulation made pursuant to the Act;
- (31) "Residential uses" means lands, buildings or structures or portions thereof used, or designed or intended for use as a home or residence of one or more individuals, and shall include a single detached dwelling, a semi-detached dwelling, a multiple dwelling, an apartment dwelling, and the residential portion of a mixed-use building or structure;
- (32) "Semi-detached dwelling" means a building divided vertically into two dwelling units each of which has a separate entrance and access to grade;
- (33) "Services" means services set out in Schedule "A" to this By-law;
- (34) "Single detached dwelling" means a completely detached building containing only one dwelling unit;
- (35) "Urban services" means water and wastewater services.
- (36) "Urban service area" means an area in the Town where water and wastewater services are provided;

#### **CALCULATION OF DEVELOPMENT CHARGES**

- 2. (1) Subject to the provisions of this By-law, development charges against land shall be imposed, calculated and collected in accordance with the base rates set out in Schedule "B" and Schedule "C", which relate to the services set out in Schedule "A".
- (2) The development charge with respect to the uses of any land, building or structure shall be calculated as follows:
  - a) in the case of residential development or redevelopment or the residential portion of a mixed use development or redevelopment, as the sum of the product of the number of dwelling units of each type multiplied by the corresponding total amount for such dwelling unit type, as set out in Schedule "B" and Schedule "C";
  - b) in the case of non-residential development or redevelopment, or the non-residential portion of a mixed use development or redevelopment, as the sum of the product of the gross floor area multiplied by the corresponding total amount for such gross floor area as set out in Schedule "B" and Schedule "C";
- (3) Council hereby determines that the development or redevelopment of land, buildings or structures for residential and non-residential uses will require the provision, enlargement or expansion of the services referenced in Schedule "A".

#### **PHASE-IN OF DEVELOPMENT CHARGES**

- 3. The non-residential development charges imposed pursuant to this by-law are being phased-in pursuant to Schedule "C", subject to the exemptions and indexing provision herein, from the effective date of this by-law.

### **APPLICABLE LANDS**

4. (1) Subject to Sections 5 and 6, this by-law applies to all lands in the municipality, whether or not the land or use is exempt from taxation under Section 3 of the *Assessment Act*, R.S.O. 1990, c.A.-31.
- (2) This by-law shall not apply to land that is owned by and used for the purposes of:
  - (a) a board of education;
  - (b) any municipality or local board thereof;
  - (c) a hospital under the *Public Hospitals Act*;
  - (d) a place of worship exempt from taxation under the *Assessment Act*;
  - (e) a non-residential farm building;
  - (f) an air supported structure ancillary to and owned by a school exempt from taxation under the *Assessment Act*.
- (3) The Treasurer of the Municipality shall rebate the water services component and/or the sanitary sewer component of the residential or non-residential development charge to the registered owner who applies, and provides proof satisfactory to the Municipality, that adequate private water and/or sanitary services, as the case may be, have been installed and are properly functioning so as to provide ample service to the subject lands, where:
  - (a) there is no municipal water and/or municipal sanitary sewer feasibly available within five hundred feet of the building site itself; and
  - (b) no municipal water and/or sanitary sewer main service is scheduled to service the subject lands within five years of the date of approval of the building permit issuance,

### **RULES WITH RESPECT TO EXEMPTIONS FOR INTENSIFICATION OF EXISTING HOUSING**

5. (1) Notwithstanding Section 4 above, no development charge shall be imposed with respect to developments or portions of developments as follows:
  - (a) the enlargement of an existing residential dwelling unit;
  - (b) the creation of one or two additional residential dwelling units in an existing single detached dwelling where the total gross floor area of the additional unit(s) does not exceed the gross floor area of the existing dwelling unit;
  - (c) the creation of one additional dwelling unit in any other existing residential building provided the gross floor area of the additional unit does not exceed the smallest existing dwelling unit already in the building.
- (2) Notwithstanding subsection 5(1)(b), development charges shall be calculated and collected in accordance with Schedule "B" and Schedule "C" where the total residential gross floor area of the additional one or two dwelling units is greater than the total gross floor area of the existing single detached dwelling unit.
- (3) Notwithstanding subsection 5(1)(c), development charges shall be calculated and collected in accordance with Schedule "B" and Schedule "C" where the additional dwelling unit has a residential gross floor area greater than,
  - (a) in the case of semi-detached house or multiple dwelling, the gross floor area of the existing dwelling unit, and
  - (b) in the case of any other residential building, the residential gross floor area of the smallest existing dwelling unit.

### **RULES WITH RESPECT TO AN "INDUSTRIAL" EXPANSION EXEMPTION**

6. If a development includes the enlargement of the gross floor area of an existing industrial building, the amount of the development charge that is payable in respect of the enlargement is determined in accordance with the following:
  - (i) Subject to subsection 6 (iii), if the gross floor area is enlarged by 50 per cent or less of the lesser of:



1. the gross floor area of the existing industrial building, or
2. the gross floor area of the existing industrial building before the first enlargement for which:
  - a. an exemption from the payment of development charges was granted, or
  - b. 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 6 (iii), if the gross floor area is enlarged by more than 50 per cent 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 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 6(ii), the cumulative gross floor area of any previous enlargements for which:

- (A) An exemption from the payment of development charges was granted, or
- (B) 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.

- (iv) 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.

#### **DEVELOPMENT CHARGES IMPOSED**

7. (1) Subject to subsection (2), development charges shall be calculated and collected in accordance with the provisions of this by-law and be imposed on land to be developed for residential and non-residential uses, where, the development requires,
  - (a) the passing of a zoning by-law or an amendment thereto under Section 34 of the *Planning Act*;
  - (b) the approval of a minor variance under Section 45 of the *Planning Act*;
  - (c) a conveyance of land to which a by-law passed under subsection 50(7) of the *Planning Act* applies;
  - (d) the approval of a plan of subdivision under Section 51 of the *Planning Act*;

- (e) a consent under Section 53 of the *Planning Act*;
  - (f) the approval of a description under Section 50 of the *Condominium Act*, R.S.O. 1998, c.19; or
  - (g) the issuing of a permit under the *Building Code Act*, in relation to a building or structure.
- (2) Subsection (1) shall not apply in respect to:
- (a) local services installed or paid for by the owner within a plan of subdivision or within the area to which the plan relates, as a condition of approval under Section 51 of the *Planning Act*;
  - (b) local services installed or paid for by the owner as a condition of approval under Section 53 of the *Planning Act*.

#### **LOCAL SERVICE INSTALLATION**

8. Nothing in this by-law prevents Council from requiring, as a condition of an agreement under Section 51 or 53 of the *Planning Act*, that the owner, at his or her own expense, shall install or pay for such local services, within the Plan of Subdivision or within the area to which the plan relates, as Council may require.

#### **MULTIPLE CHARGES**

9. (1) Where two or more of the actions described in subsection 7(1) are required before land to which a development charge applies can be developed, only one development charge shall be calculated and collected in accordance with the provisions of this by-law.
- (2) Notwithstanding subsection (1), if two or more of the actions described in subsection 7(1) occur at different times, and if the subsequent action has the effect of increasing the need for municipal services as set out in Schedule "A", an additional development charge on the additional residential units and additional gross floor area shall be calculated and collected in accordance with the provisions of this by-law.

#### **SERVICES IN LIEU**

10. (1) Council may authorize an owner, through an agreement under Section 38 of the Act, to substitute such part of the development charge applicable to the owner's development as may be specified in the agreement, by the provision at the sole expense of the owner, of services in lieu. Such agreement shall further specify that where the owner provides services in lieu in accordance with the agreement, Council shall give to the owner a credit against the development charge in accordance with the agreement provisions and the provisions of Section 39 of the Act, equal to the reasonable cost to the owner of providing the services in lieu. In no case shall the agreement provide for a credit that exceeds the total development charge payable by an owner to the municipality in respect of the development to which the agreement relates.
- (2) In any agreement under subsection (1), Council may also give a further credit to the owner equal to the reasonable cost of providing services in addition to, or of a greater size or capacity, than would be required under this by-law.
- (3) The credit provided for in subsection (2) shall not be charged to any development charge reserve fund.

#### **RULES WITH RESPECT TO RE-DEVELOPMENT**

11. (1) 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 has been demolished in order to facilitate 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 clause 2(2) a) of this By-law by the number, according to type, of the dwelling units that have been or will be demolished; and
  - (b) in the case of a non-residential building or structure, or in the case of a mixed-use building or structure, the non-residential uses in the mixed-use building or structure, an amount calculated by multiplying the applicable



development charge under clause 2(2) b) of this By-law by the gross floor area that has been or will be demolished.

- (2) The amount of any reduction or credit permitted under subsection 11(1) of this By-law shall not exceed, in total, the amount of the development charges otherwise payable with respect to the re-development.
  - (3) Notwithstanding subsection 11(1) of the By-law, any reduction or credit applicable there under shall only apply provided that a building permit for the re-development is issued within five (5) years of the date of the issuance of a permit for the demolition of any building or structure on the same lands."
12. A credit can, in no case, exceed the amount of the development charge that would otherwise be payable, and no credit is available if the existing land use is exempt under this by-law.

#### **TIMING OF CALCULATION AND PAYMENT**

13. (1) Development charges shall be calculated and payable in full in money or by provision of services as may be agreed upon, or by credit granted under the Act, on the date that the first building permit is issued in relation to a building or structure on land to which a development charge applies.
- (2) Where development charges apply to land in relation to which a building permit is required, the building permit shall not be issued until the development charge has been paid in full.

#### **RESERVE FUNDS**

14. (1) Monies received from payment of development charges under this by-law shall be maintained in eleven separate reserve funds: Wastewater Services, Water Services, Roads and Related, Fire Protection Services, Police Protection Services, Transit, Parking and By-law, Outdoor Recreation Services, Indoor Recreation Services, Library Services and General Government Services.
- (2) Monies received for the payment of development charges shall be used only in accordance with the provisions of Section 35 of the Act.
- (3) Council directs the Municipal Treasurer to divide the reserve funds created hereunder into separate subaccounts in accordance with the service sub-categories set out in Schedule "A" to which the development charge payments shall be credited in accordance with the amounts shown, plus interest earned thereon.
- (4) Where any development charge, or part thereof, remains unpaid after the due date, the amount unpaid shall be added to the tax roll and shall be collected as taxes.
- (5) Where any unpaid development charges are collected as taxes under subsection (4), the monies so collected shall be credited to the development charge reserve funds referred to in subsection (1).
- (6) The Treasurer of the Town shall, in each year commencing in 2020 for the 2019 year, furnish to Council a statement in respect of the reserve funds established hereunder for the prior year, containing the information set out in Section 12 of O.Reg. 82/98.

#### **BY-LAW AMENDMENT OR APPEAL**

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

- (3) Refunds that are required to be paid under subsection (1) shall include the interest owed under this section.

#### **BY-LAW INDEXING**

16. The development charges set out in Schedule "B" and Schedule "C" to this by-law shall be adjusted annually commencing January 1, 2020, without amendment to the by-law, in accordance with the most recent twelve month change in the Statistics Canada Quarterly, "Construction Price Statistics".

#### **SEVERABILITY**

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

#### **HEADINGS FOR REFERENCE ONLY**

18. The headings inserted in this by-law are for convenience of reference only and shall not affect the construction of interpretation of this by-law.

#### **BY-LAW REGISTRATION**

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

#### **BY-LAW ADMINISTRATION**

20. This by-law shall be administered by the Town Treasurer.

#### **SCHEDULES TO THE BY-LAW**

21. The following Schedules to this by-law form an integral part of this by-law:

***Schedule "A"*** Designated Municipal Services

***Schedule "B"*** Residential Development Charges

***Schedule "C"*** Non-Residential Development Charges

#### **EXISTING BY-LAW REPEAL**

22. By-law 2014-066 is repealed the effective date of this by-law.


#### **DATE BY-LAW EFFECTIVE**


23. This By-law shall come into force and effect on September 1, 2019.

#### **SHORT TITLE**

24. This by-law may be cited as the "Town of Collingwood Development Charge By-law."

***ENACTED AND PASSED*** by the Council this 26 day of August, 2019.

  
\_\_\_\_\_  
MAYOR

  
\_\_\_\_\_  
CLERK

**SCHEDULE "A"**  
**By-law No. 2019-054**

**DESIGNATED MUNICIPAL SERVICES UNDER THIS BY-LAW**

**Municipal Wide Services:**

1. Roads and Related
2. Fire Protection Services
3. Police Protection Services
4. Transit
5. Parking and By-law
6. Outdoor Recreation Services
7. Indoor Recreation Services
8. Library Services
9. General Government

**Urban Services:**

1. Wastewater Services
2. Water Services

**SCHEDULE "B"**  
**By-law No. 2019-054**

**SCHEDULE OF RESIDENTIAL DEVELOPMENT CHARGES**

Service	Residential \$/Unit			
	Single & Semi-Detached	Other Multiples	Apartment 2+ Bedrooms	Apartments 1 or Fewer Bedrooms
Library Services	\$831	\$627	\$499	\$289
Outdoor Recreation	\$5,279	\$3,981	\$3,171	\$1,838
Indoor Recreation	\$2,882	\$2,174	\$1,731	\$1,003
Parking	\$517	\$390	\$311	\$180
General Government	\$144	\$109	\$87	\$50
<b>Town-Wide Discounted Services</b>	<b>\$9,653</b>	<b>\$7,281</b>	<b>\$5,799</b>	<b>\$3,360</b>
Transit	\$320	\$241	\$192	\$111
Fire Protection	\$968	\$730	\$581	\$337
Police	\$291	\$220	\$175	\$101
Roads And Related	\$6,853	\$5,169	\$4,117	\$2,386
Wastewater Services (Urban Service)	\$6,577	\$4,961	\$3,951	\$2,290
Water Services (Urban Service)	\$5,344	\$4,030	\$3,210	\$1,860
<b>Town-Wide Non-Discounted Services</b>	<b>\$20,353</b>	<b>\$15,351</b>	<b>\$12,226</b>	<b>\$7,085</b>
<b>TOTAL RESIDENTIAL CHARGE</b>	<b>\$30,006</b>	<b>\$22,632</b>	<b>\$18,025</b>	<b>\$10,445</b>



**SCHEDULE "C"**  
**By-law No. 2019-054**

**SCHEDULE OF NON-RESIDENTIAL DEVELOPMENT CHARGES**

Service	Non-Residential Charge \$/Square Metre					
	Effective Sept. 1, 2019 to Dec. 31, 2019	Effective Jan 1, 2020 to Dec 31, 2020	Effective Jan 1, 2021 to Dec 31, 2021	Effective Jan 1, 2022 to Dec 31, 2022	Effective Jan 1, 2023 to Dec 31, 2023	Effective Jan 1, 2024 to By-law Expiry
Library Services	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Outdoor Recreation	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indoor Recreation	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Parking	\$1.37	\$1.75	\$2.06	\$2.36	\$2.67	\$2.98
General Government	\$0.65	\$0.65	\$0.65	\$0.71	\$0.81	\$0.90
<b>Town-Wide Discounted Services</b>	<b>\$2.02</b>	<b>\$2.40</b>	<b>\$2.71</b>	<b>\$3.07</b>	<b>\$3.48</b>	<b>\$3.88</b>
Transit	\$0.92	\$1.17	\$1.38	\$1.59	\$1.79	\$2.00
Fire Protection	\$2.52	\$3.22	\$3.80	\$4.36	\$4.93	\$5.50
Police	\$0.85	\$1.08	\$1.27	\$1.46	\$1.65	\$1.84
Roads And Related	\$22.71	\$27.51	\$32.49	\$37.25	\$42.11	\$46.95
Wastewater Services (Urban Service)	\$23.03	\$26.75	\$31.59	\$36.23	\$40.94	\$45.66
Water Services (Urban Service)	\$16.72	\$21.33	\$25.19	\$28.89	\$32.65	\$36.41
<b>Town-Wide Non-Discounted Services</b>	<b>\$66.75</b>	<b>\$81.06</b>	<b>\$95.72</b>	<b>\$109.78</b>	<b>\$124.07</b>	<b>\$138.36</b>
<b>TOTAL NON-RESIDENTIAL CHARGE</b>	<b>\$68.77</b>	<b>\$83.46</b>	<b>\$98.43</b>	<b>\$112.85</b>	<b>\$127.55</b>	<b>\$142.24</b>

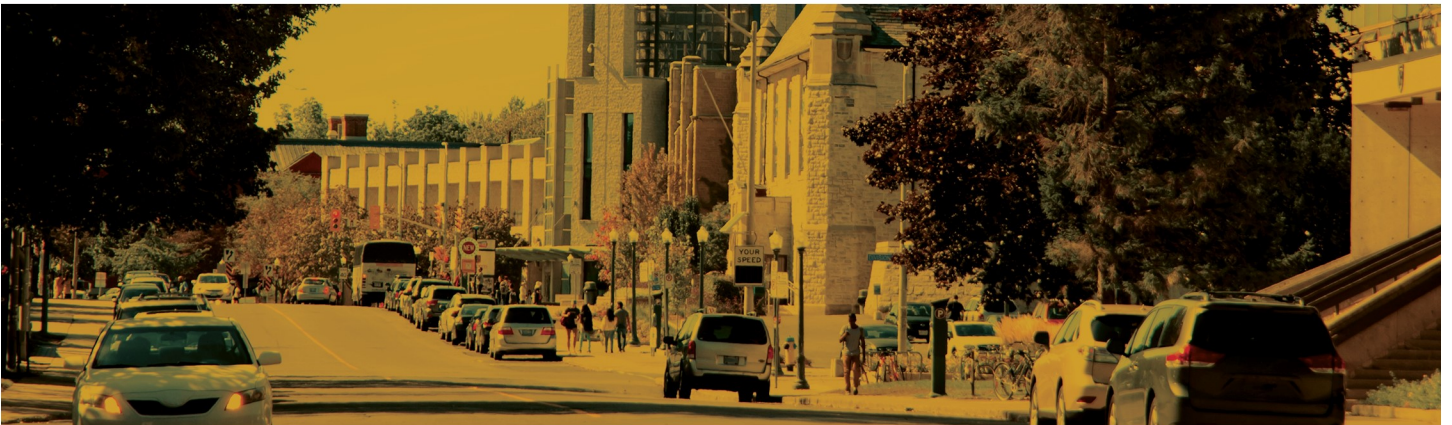
## APPENDIX H

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### TATHAM ENGINEERING – *2019 DC BACKGROUND STUDY:* *WASTEWATER, WATER AND ROADS*



Enhancing our communities



# 2019 Development Charges Background Study

**WASTEWATER, WATER AND ROADS**

Town of Collingwood

File 119015 | September 27, 2019

# Document Control

File:

119015

Date:


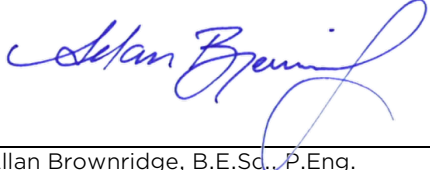
September  
27, 2019

Prepared by:

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Issue	Date	Description
1	May 31, 2019	Version for Public Consultation
2	September 27, 2019	Final Report

# Document Contents

<b>1</b>	<b>Introduction .....</b>	<b>1</b>
<b>2</b>	<b>Wastewater Projects .....</b>	<b>3</b>
2.1	Wastewater Sewers .....	4
2.1.1	Project 1: Mountain Road - Eleventh Line to the West .....	4
2.1.2	Project 2: North of Mountain Road - Tenth Line to the West .....	4
2.1.3	Project 3: Black Ash Creek Trunk Main - South of Sixth Street .....	4
2.1.4	Project 4: Mountain Road - Improvements West of Balsam Street .....	5
2.1.5	Project 5: Harbour Street - Georgian Trail to Tenth Line .....	5
2.1.6	Project 6: Hurontario Street - Lockhart Road to Collins Street .....	5
2.1.7	Project 7: Black Ash Creek Sewage Pumping Station Forcemain .....	5
2.2	Wastewater Facilities .....	5
2.2.1	Project 8: Water Pollution Control Plant - Outfall Improvements .....	5
2.2.2	Project 9: Water Pollution Control Plant .....	6
2.2.3	Project 10: Black Ash Sewage Pumping Station Upgrades .....	6
<b>3</b>	<b>Water Projects.....</b>	<b>7</b>
3.1	Water Distribution .....	8
3.1.1	Project 11: Poplar Sideroad - Raglan Street to Beachwood Road .....	8
3.1.2	Project 12: Sixth Line - Poplar Sideroad to Sandford Fleming Drive .....	8
3.1.3	Project 13: Poplar Sideroad - Summit View Subdivision to Tenth Line.....	8
3.1.4	Project 14: High Street - Findlay Drive to Campbell Street .....	8
3.1.5	Project 15: Tenth Line - Poplar Sideroad to Sixth Street .....	9
3.1.6	Project 16: Tenth Line - Sixth Street to Mountain Road .....	9
3.1.7	Project 17: Sixth Street - Georgian Meadows Drive to Tenth Line .....	9
3.1.8	Project 18: Future Secondary Plan Development - Tenth Line to Concession 11/12..	9
3.1.9	Project 19: Future Secondary Plan Development - Concession 11/12 to Osler Bluff Road.....	9
3.1.10	Project 20: Future Secondary Plan Development - Southern Extension of Eleventh Line .....	10
3.1.11	Project 21: Future Secondary Plan Development - Sixth Street to Mountain Road ..	10
3.1.12	Project 22: Mountain Road - Thomas Drive to Tenth Line .....	10
3.1.13	Project 23: Watermain Loop along the Eleventh Line and the Georgian Trail .....	10
3.1.14	Project 24: Cranberry Development to the Georgian Trail .....	10
3.1.15	Project 25: Harbour Street Extension to Tenth Line .....	10
3.1.16	Project 26: North of First Street - Maple Street to Hickory Street .....	11
3.1.17	Project 27: North of First Street - Hickory Street to Highway 26 .....	11



3.1.18	Project 28: Simcoe Street - Heritage Street to the Water Treatment Plant.....	11
3.1.19	Project 29: Highway 26 - Old Mountain Road to Carmichael Pumping Station .....	11
3.1.20	Project 30: Sixth Street - Hurontario Street to High Street .....	11
3.1.21	Project 31: High Street - Old Mountain Road to Fifth Street .....	11
3.1.22	Project 32: St. Paul Street - Side Launch Way to Hume Street .....	11
3.1.23	Project 33: High Street - Sixth Street to Campbell Street .....	12
3.1.24	Project 34: Poplar Sideroad - Clark Street to the Summit View Subdivision .....	12
3.1.25	Project 35: Campbell Street - Maple Street to Hurontario Street.....	12
3.1.26	Project 36: Hume Street - Pretty River Parkway to Raglan Street North.....	12
3.1.27	Project 37: Raglan Street - Erie Street to Oliver Crescent.....	12
3.2	Water Valves.....	13
3.2.1	Project 38: Cranberry Trail Pressure Reducing Valve .....	13
3.2.2	Project 39: Osler Bluff Road Pressure Reducing Valve and Decommission Booster Pumps.....	13
3.2.3	Project 40: Mountain Road Pressure Reducing Valve and Chamber Installation .....	13
3.2.4	Project 41: Dey Drive Check Valve .....	13
3.2.5	Project 42: Pretty River Check Valve.....	13
3.2.6	Project 43: Sixth Line Pressure Reducing Valve and Chamber Installation.....	13
3.3	Water Facilities .....	13
3.3.1	Project 44: Stewart Road Reservoir and Booster Pumping Station (Phase 1).....	13
3.3.2	Project 45: Stewart Road Reservoir and Booster Pumping Station (Phase 2).....	14
3.3.3	Project 46: Stewart Road Reservoir and Booster Pumping Station (Phase 3).....	14
3.3.4	Project 47: Stewart Road Ultimate Pump Upgrades.....	14
3.3.5	Project 48: Decommissioning of Georgian Meadows Pumping Station .....	14
3.3.6	Project 49: Ted Carmichael West End Reservoir (Highway 26 West).....	14
3.3.7	Project 50: New Elevated Tank.....	14
3.3.8	Project 51: Water Treatment Plant (St. Lawrence Street).....	14
<b>4</b>	<b>Road Projects .....</b>	<b>16</b>
4.1	Roads .....	16
4.1.1	Project 52: Highway 26 - Silver Glen Boulevard to Silver Creek Drive .....	16
4.1.2	Project 53: Highway 26 - Keith Avenue to Silver Creek Drive .....	17
4.1.3	Project 54: Mountain Road - Tenth Line to Osler Bluff Road.....	17
4.1.4	Project 55: Sixth Line - Poplar Sideroad to Sandford Fleming Drive. ....	17
4.1.5	Project 56: Hurontario Street - Hume Street to Collins Street.....	17
4.1.6	Project 57: Collins Street - Ste. Marie Street to Katherine Street.....	18
4.1.7	Project 58: High Street - Third Street to Fifth Street .....	18
4.1.8	Project 59: Tenth Line - Sixth Street to Mountain Road .....	18
4.1.9	Project 60: High Street - Poplar Sideroad to Tenth Street .....	18



4.1.10	Project 61: Third Street - High Street to Birch Street .....	18
4.1.11	Project 62: Cameron Street - Hurontario Street to Walnut Street .....	19
4.1.12	Project 63: Mountain Road - Cambridge Street to Tenth Line (Phase 1) .....	19
4.1.13	Project 64: Mountain Road - Cambridge Street to Tenth Line (Phase 2) .....	19
4.1.14	Project 65: Peel Street - Ontario Street to Bush Street .....	19
4.1.15	Project 66: Sixth Street - Tenth Line to High Street.....	20
4.1.16	Project 67: Harbour Street Extension - Tenth Line to the Georgian Trail.....	20
4.1.17	Project 68: Sandford Fleming Drive - Sixth Line to Highway 26.....	20
4.2	Intersections .....	20
4.2.1	Project 69: Highway 26 and Sandford Fleming Drive / Beachwood Road .....	20
4.2.2	Project 70: Sixth Street and Oak Street.....	20
4.2.3	Project 71: High Street and Home Depot Access .....	21
4.2.4	Project 72: High Street and First Street (Phase 1) .....	21
4.2.5	Project 73: Highway 26 and Harbour Street / Balsam Street .....	21
4.2.6	Project 74: Mountain Road / First Street Extension and Old Mountain Road / Cambridge Street .....	21
4.2.7	Project 75: High Street and Third Street .....	21
4.2.8	Project 76: High Street and Sixth Street.....	21
4.2.9	Project 77: High Street and First Street (Phase 2) .....	22
4.2.10	Project 78: Mountain Road and Tenth Line .....	22
4.2.11	Project 79: High Street and Campbell Street .....	22
4.3	Sidewalks And Trails.....	22
4.3.1	Project 80: Mountain Road - Tenth Line to Osler Bluff Road.....	22
4.3.2	Project 81: Collins Street - Ste. Marie Street to Katherine Street .....	22
4.3.3	Project 82: High Street - Third Street to Fifth Street .....	22
4.3.4	Project 83: Tenth Line - Sixth Street to Mountain Road .....	22
4.3.5	Project 84: High Street - Poplar Sideroad to Tenth Street .....	22
4.3.6	Project 85: Third Street - Spruce Street to Cedar Street .....	23
4.3.7	Project 86: Cameron Street - Walnut Street to Hurontario Street .....	23
4.3.8	Project 87: Mountain Road - Cambridge Street to Tenth Line.....	23
4.3.9	Project 88: Peel Street - Ontario Street to Bush Street .....	23
4.3.10	Project 89: Sixth Street - Tenth Line to High Street.....	23
4.3.11	Project 90: Poplar Sideroad - Hurontario Street to High Street .....	23
4.3.12	Project 91: Highway 26 - Marine View Drive to Sixth Line.....	23
4.3.13	Project 92: Tenth Line - Poplar Sideroad to Sixth Street .....	23
4.3.14	Project 93: Highway 26 - Osler Bluff Road to Silver Glen Boulevard .....	23
4.3.15	Project 94: Second Street - High Street to Spruce Street .....	23
<b>5</b>	<b>Summary.....</b>	<b>24</b>



**Tables**

Table 1: Costing Summary ..... 25

**Appendices**

Appendix A: Servicing Plans  
Appendix B: Capital Cost Estimates





# 1 Introduction

The Town of Collingwood retained Tatham Engineering Limited (Tatham) to complete a background study that identifies and provides capital cost estimates to construct wastewater, water and road network projects within the Town required to accommodate future development. Information contained within this report will be incorporated in the overall 2019 Development Charges Background Study and By-Law, prepared by Hemson Consulting Limited (Hemson).

Development charge eligible capital projects have been identified in collaboration with Town of Collingwood staff, with consideration of planned and proposed development within the Town and a review of the following:

- Official Plan Town of Collingwood (January 2019);
- Town of Collingwood Development Standards (July 2007);
- Transportation Study Town of Collingwood (July 2012);
- Water Master Plan (Draft);
- Wastewater Master Plan (Draft);
- Servicing Study for Land Acquired under County Restructuring (dated June 1994);
- applicable Class EA Environmental Study Reports; and
- previous Development Charge studies.

This study report identifies and quantifies projects to accommodate growth and development within the Simcoe County planning horizon forecast of 2031. Also included are growth projects for build-out (ultimate conditions) within the boundaries of the Town of Collingwood; the costs of these projects are not included in the overall development charge fees and are categorized as post-period benefits. The draft Water Master Plan and the draft Wastewater Master Plan were used to determine the applicable development charge related projects within the built boundary. The Servicing Study for Land Acquired under County Restructuring report was used to determine the applicable development charge related projects outside of the built boundary. Development charge related road projects were determined based on the Transportation Study.

Land use designations specified in the Official Plan (Schedule 'A' – Land Use Plan) were used; however, the infrastructure projects were developed on the assumption that most lands currently designated Rural will eventually be developed as Residential.

For each project, the associated capital cost was estimated based on the scope of work anticipated and current construction values (as maintained in Tatham's comprehensive construction cost database). Where appropriate, consideration was given to engineering,



property acquisition, contingencies, town staff allowances and utility relocation costs, which in most cases were estimated based on comparable projects and knowledge of the corresponding study areas.

The post-period benefit for wastewater, water and road network projects will provide excess capacity to service future growth beyond the development charge horizon period of 2031. The capital costs of post-period benefit projects have been estimated with input from the Town, Hemson and applicable studies based on projected growth and the expected timing for various developments, reflecting increased demands and needs over time.



## 2 Wastewater Projects

The attached drawing SAN-1 in Appendix A conceptually illustrates the Town's draft wastewater master plan, showing the existing and proposed trunk wastewater collection system and projects required to accommodate future development. Wastewater projects include:

- proposed trunk sewers;
- the replacement of undersized trunk sewers;
- sewage pumping station upgrades; and
- the expansion of the Collingwood Water Pollution Control Plant.

The centre of Collingwood is serviced through south-to-north trunk sewers that discharge to the First Street and Birch Street collector sewers and ultimately to the Collingwood Water Pollution Control Plant at the north end of Birch Street.

The east end of Collingwood is serviced by trunk sewers that discharge to the St. Clair sewage pumping station. The extension of the Lakeshore trunk sewer eastward and additional sewage pumping stations are planned for servicing the existing residential area along the eastern lakeshore through a local improvement project.

The western part of Collingwood is serviced by the Highway 26 trunk sewer and the Harbour Street trunk sewer, which discharge into the Black Ash Creek sewage pumping station and the Mountain Road trunk sewer. These sewers discharge to the Water Pollution Control Plant via the Harbourview Park Interceptor. Growth in the western areas will be serviced through extensions of the Harbour Street and the Mountain Road trunk sewers, partial replacement of the Mountain Road trunk sewer, expansion of the Black Ash Creek Sewage Pumping Station and forcemain installation to the Water Pollution Control Plant.

A Class Environmental Assessment was completed in May 2011 for the expansion of the Collingwood Water Pollution Control Plant to accommodate growth. Based on updated growth forecasts and capacity limits, the expansion is expected to be required by 2032, with construction beginning in 2027, allowing a five-year construction period.

Project descriptions, estimated timing and the costs for the proposed wastewater sewer and facility projects are summarized in Appendix B: Capital Cost Estimate. Each project list also identifies values for post-period benefit, benefit to existing development, and grants, subsidies and other contributions, which reduce the development charge eligible portion of the capital cost estimates.

For wastewater sewers and facility improvements, the benefit to existing development represents the value of replacing existing municipal assets through a growth-related capital



project. We note most wastewater projects are an expansion to the existing sewer network and thus provide no benefit to existing development. Based on these principles and input from the Town and Hemson, benefit to existing values was applied accordingly.

The capital cost estimates for wastewater sewer projects within the existing municipal right-of-way were developed based on sewer installation costs, including structures and services if applicable. Based on the typical alignment and depth, estimates also include the cost to remove and reinstate the existing road and boulevards across a typical 20 m right-of-way. The oversizing of sewers to accommodate future development areas is included in the development charge projects. The oversizing costs include the incremental difference (above 300 mm nominal diameter) to supply and install the trunk sewer. The pricing was based on a combination of unit prices (developed based on similar projects from 2017 and 2018) and on the draft Wastewater Master Plan. A detailed description of each project is provided below.

Allowances have been included for updates to the Wastewater Master Plan and miscellaneous Municipal Class Environmental Assessments.

## **2.1 WASTEWATER SEWERS**

### **2.1.1 Project 1: Mountain Road - Eleventh Line to the West**

The extension of the Mountain Road trunk sewer from the intersection of Mountain Road and the Eleventh Line to the west is intended to service the southwest portion of the Mountain Road West Corridor Secondary Plan. The lands in this area are currently designated Rural; however, it is assumed the lands would be developed as Residential and the sewer would be located along the centreline of Mountain Road. The costs were established based on the installation of a 450 mm diameter sewer and a full road reconstruction. This project is scheduled to proceed outside of the growth period and thus the entire cost is categorized as a post-period benefit.

### **2.1.2 Project 2: North of Mountain Road - Tenth Line to the West**

The lands north of Mountain Road from Silver Creek to Tenth Line will be serviced by a 450 mm diameter trunk sewer. It is assumed the lands designated Rural in this area would be developed as Residential and the sewer will be installed through the developments. The Town's development charge eligible capital costs are the incremental difference for oversizing these sewers, greater than 300 mm diameter (in that 300 mm is the minimum recommended pipe size). This project will be further refined in conjunction with the development of the Mountain Road West Corridor Secondary Plan.

### **2.1.3 Project 3: Black Ash Creek Trunk Main - South of Sixth Street**

The extension of the Black Ash Creek trunk main will service the lands west of Black Ash Creek, south of Sixth Street. It is assumed the land designation will eventually change from Rural to



Residential and a 375 mm diameter sewer will be installed through future developments. The Town's development charge eligible capital costs are the incremental difference for oversizing these sewers, greater than 300 mm diameter. This project is considered for long range planning and is scheduled to proceed outside of the growth period and thus the entire cost is categorized as a post-period benefit.

#### **2.1.4 Project 4: Mountain Road - Improvements West of Balsam Street**

The replacement of the Mountain Road trunk sewer west of Balsam Street will increase capacity, as required to facilitate future development, conveying wastewater to the Harbourview Park interceptor. The costs were established based on the installation of 400 m of 600 mm diameter sewer and full road reconstruction.

#### **2.1.5 Project 5: Harbour Street - Georgian Trail to Tenth Line**

The extension of the Harbour Street trunk sewer will service the lands surrounding the landfill and south of Georgian Trail. It is assumed lands currently designated Rural will eventually become Residential and the landfill site will not be redeveloped. The 525 mm diameter sewer extension will also serve the industrial lands between Harbour Street and Mountain Road. The Town's development charge eligible capital costs are the incremental difference for oversizing this sewer, greater than 300 mm diameter.

#### **2.1.6 Project 6: Hurontario Street - Lockhart Road to Collins Street**

This project consists of replacing the Hurontario Street sewer from Lockhart Road to Collins Street. The Hurontario trunk sewer will provide sewage conveyance capacity for servicing developments in the south end of Collingwood. The costing was based on installation of a 375 mm diameter sewer and full road reconstruction.

#### **2.1.7 Project 7: Black Ash Creek Sewage Pumping Station Forcemain**

This project consists of a new forcemain from the Black Ash Creek Sewage Pumping Station to the Water Pollution Control Plant to provide required capacity and redundancy. This forcemain will be installed along the Harbourview Park Trail alongside the existing Harbourview Park Interceptor. The costing was based on the draft Wastewater Master Plan. This project is scheduled to proceed outside of the growth period and thus the entire cost is categorized as a post-period benefit.

### **2.2 WASTEWATER FACILITIES**

#### **2.2.1 Project 8: Water Pollution Control Plant - Outfall Improvements**

The Water Pollution Control Plant's effluent outfall needs to be extended to meet the Ministry of the Environment, Conservation and Parks requirements. The outfall extension will consist of 228



m of 900 mm diameter pipe with a multiport diffuser. The costing for this project was based on the draft Wastewater Master Plan.

### **2.2.2 Project 9: Water Pollution Control Plant**

An expansion of the Collingwood Water Pollution Control Plant will be required to treat the projected future sewage flows generated by residential, commercial and industrial developments. Construction is expected to take approximately 5 years. As per the Municipal Class EA completed in 2011, the preferred solution is to increase capacity by 12 ML/day, resulting in a total capacity of 36.5 ML/day. A benefit to existing value was applied to this project to reflect the odour control facility that will handle odours for both the existing and future tanks. Total costing was calculated using the 2014 development charge report values and the draft Wastewater Master Plan.

The capital costs included in the development charge assumes that the 12 ML/d expansion will utilize biological aerated filters and that tertiary treatment for the full Water Pollution Control Plant capacity will be achieved with addition of membrane filters for tertiary treatment for the entire Water Pollution Control Plant capacity (Alternative 2C of the Class EA).

The currently unused Water Pollution Control Plant capacity is maintained for infilling and for potential flow from the existing commercial/industrial facilities in the Town.

### **2.2.3 Project 10: Black Ash Sewage Pumping Station Upgrades**

An upgrade to the Black Ash Sewage Pumping station is required to accommodate growth within its tributary sewershed. This project has been tendered, and construction is expected to start in 2019. The upgrades will increase the capacity to 212 L/s with the new Black Ash Creek forcemain (Project 7). Tender pricing was used as the capital cost estimate.



### 3 Water Projects

The attached drawing WAT-1 in Appendix A conceptually illustrates the Town's draft master water distribution plan, outlining the existing and proposed trunk water distribution system and the projects required to accommodate future development. Such projects, which were included in the development charge project list, involve:

- watermains;
- water valves;
- reservoirs;
- booster pumping stations;
- elevated tanks; and
- the expansion of the R. A. Barker Water Treatment Plant.

Currently, most of Collingwood's water distribution system operates within pressure zone 1 with a water supply from the Water Treatment Plant and two reservoirs: the Hume Street elevated tank and the Carmichael grade level tank on Highway 26. Pressure zone 2 is supplied from the R. A. Davey Booster Pumping Station and reservoir on Poplar Sideroad that is filled from the water transmission pipeline from the Water Treatment Plant to New Tecumseth. To service growth in pressure zone 2, the Town plans to add a new Booster Pumping Station and reservoir at Stewart Road, with construction starting in 2020.

In accordance with the Municipal Class EA prepared in 2017, the Water Treatment Plant must be expanded from its rated capacity of 31 ML/day to 67 ML/day to provide the capacity for Collingwood growth while accommodating supply commitments to the Town of New Tecumseth and the Town of The Blue Mountains. A Class Environmental Assessment update is planned for 2019-2020.

Project descriptions estimated timing and the costs for the proposed water distribution and facility projects are summarized in Appendix B: Capital Cost Estimates. Each project list also identifies values for post-period benefit, benefit to existing development, and grants, subsidies and other contributions, which reduce the development charge eligible portion of the capital cost estimates.

For watermain and valve projects, the benefit to existing has been estimated based on improvements to the Town's overall watermain distribution system. The completion of particular development charge projects will strengthen and upgrade the network to meet current standards. Benefit to Existing values are based on modelling results from the Water Master Plan and consultation with Town staff. The benefit to existing also represents the value of replacing



existing municipal assets through a growth-related capital project. The benefit to existing development for water facility projects represents the costs required to maintain and repair the facility to its original design standard. Based on these principles and input from the Town and Hemson, benefit to existing values was applied accordingly.

The capital cost estimates for watermain projects within existing municipal right-of-ways were developed based on watermain installation including hydrants and services if applicable. Based on the typical alignment and depth, estimates also include the cost to remove and reinstate half of the existing road and boulevards (across a typical 20 m right-of-way – resulting in a 10 m wide restoration). Oversizing of watermains to accommodate future development areas is included in the development charge projects. The oversizing costs include the incremental difference (above 300 mm nominal diameter) to supply and install the main. The pricing was based on a combination of unit prices (developed based on similar projects from 2017 and 2018) and on the draft Water Master Plan. A detailed description of each project is provided below.

Allowances have been included for updates to the Water Master Plan, water efficiency measures and miscellaneous Municipal Class Environmental Assessments.

### **3.1 WATER DISTRIBUTION**

#### **3.1.1 Project 11: Poplar Sideroad - Raglan Street to Beachwood Road**

Along Poplar Sideroad, east of Raglan Street, a 300 mm diameter trunk watermain extension will service the industrial zoned lands in pressure zone 2. This project includes removal and restoration within half of the right-of-way to facilitate the watermain installation.

#### **3.1.2 Project 12: Sixth Line - Poplar Sideroad to Sandford Fleming Drive**

Along Sixth Line, a 300 mm diameter trunk watermain will connect the existing main at Sandford Fleming Drive to the Poplar Sideroad main and will service the industrial zoned lands on Sixth Line. This project includes removal and restoration within half of the right-of-way to facilitate the watermain installation.

#### **3.1.3 Project 13: Poplar Sideroad - Summit View Subdivision to Tenth Line**

A 400 mm diameter trunk watermain will extend from the Summit View development (currently under construction) along Poplar Sideroad to Tenth Line. This project includes removal and restoration within half of the right-of-way to facilitate the watermain installation. This watermain extension will supply the southwest quadrant of Collingwood.

#### **3.1.4 Project 14: High Street - Findlay Drive to Campbell Street**

On High Street, a 300 mm diameter trunk watermain will extend from the existing 400 mm diameter main at High Street and Findlay Drive connecting to the main at Campbell Street. In





addition, a 300 mm diameter watermain will connect a gap on High Street, south of Findlay Drive. This project includes removal and restoration within half of the right-of-way to facilitate the watermain installation.

### **3.1.5 Project 15: Tenth Line - Poplar Sideroad to Sixth Street**

Along Tenth Line, from Poplar Sideroad to Sixth Street, a 400 mm diameter trunk watermain will supply water to the west end of Collingwood. This project includes removal and restoration within half of the right-of-way to facilitate the watermain installation. This project is scheduled to proceed outside of the growth period and thus the entire cost is categorized as a post-period benefit.

### **3.1.6 Project 16: Tenth Line - Sixth Street to Mountain Road**

A 400 mm diameter trunk watermain is proposed from Sixth Street to Mountain Road. This project forms part of the pressure zone 2 supply from the proposed Stewart Road Booster Pumping Station and Reservoir. This project includes removal and restoration within half of the right-of-way to facilitate the watermain installation.

### **3.1.7 Project 17: Sixth Street - Georgian Meadows Drive to Tenth Line**

Along Sixth Street, the existing 400 mm diameter watermain will be extended (via a trunk watermain) from Georgian Meadows Drive to the proposed Tenth Line trunk watermain. This project includes removal and restoration within half of the right-of-way to facilitate the watermain installation and forms part of the pressure zone 2 supply from the proposed Stewart Road Booster Pumping Station and Reservoir.

### **3.1.8 Project 18: Future Secondary Plan Development - Tenth Line to Concession 11/12**

An oversized 350 mm diameter trunk watermain is proposed through future developments north of Sixth Street, from Tenth Line to the Concession 11/12 border, in the Mountain Road West Corridor Secondary Plan. This project is scheduled to proceed outside of the growth period and thus the entire cost is categorized as a post-period benefit.

### **3.1.9 Project 19: Future Secondary Plan Development - Concession 11/12 to Osler Bluff Road**

An oversized 350 mm diameter trunk watermain is proposed through future developments north of Sixth Street, from the Concession 11/12 border to Osler Bluff Road in the Mountain Road West Corridor Secondary Plan. This project will serve developments in pressure zone 3. This project is scheduled to proceed outside of the growth period and thus the entire cost is categorized as a post-period benefit.



**3.1.10 Project 20: Future Secondary Plan Development - Southern Extension of Eleventh Line**

A 350 mm diameter trunk watermain will extend south of the Eleventh Line and Mountain Road intersection through future developments in the Mountain Road West Corridor Secondary Plan. This project is scheduled to proceed outside of the growth period and thus the entire cost is categorized as a post-period benefit.

**3.1.11 Project 21: Future Secondary Plan Development - Sixth Street to Mountain Road**

A 350 mm diameter trunk watermain will run parallel to Tenth Line in the south west corner of the Mountain Road West Corridor Secondary Plan, east of Silver Creek, and will primarily serve the future development within pressure zone 3. This project is scheduled to proceed outside of the growth period and thus the entire cost is categorized as a post-period benefit.

**3.1.12 Project 22: Mountain Road - Thomas Drive to Tenth Line**

The existing 400 mm diameter Mountain Road trunk watermain through the Mair Mills Estates subdivision will be extended to Tenth Line. It is assumed this watermain will be installed through the Panorama Subdivision and only includes the incremental difference (above 300 mm nominal diameter) to supply and install the main.

**3.1.13 Project 23: Watermain Loop along the Eleventh Line and the Georgian Trail**

A 300 mm diameter trunk watermain is proposed on the Eleventh Line at Mountain Road, heading north to the Georgian Trail, then east connecting to the watermain along Tenth Line. It is assumed this watermain will be installed through development and since the watermain size is not greater than 300 mm diameter there is no development charge associated with this project.

**3.1.14 Project 24: Cranberry Development to the Georgian Trail**

A 300 mm diameter trunk watermain is proposed to connect the Cranberry Development watermain to the Eleventh Line / Tenth Line watermain loop (Project 23). This watermain will be installed through future Cranberry developments and since the pipe size is not greater than 300 mm diameter there is no development charge associated with this project.

**3.1.15 Project 25: Harbour Street Extension to Tenth Line**

A 400 mm diameter trunk watermain on Harbour Street is proposed to extend west of the current dead end and connect to the existing Tenth Line watermain. This project includes removal and restoration within half of the right-of-way to facilitate the watermain installation.



**3.1.16 Project 26: North of First Street - Maple Street to Hickory Street**

The existing 400 mm diameter trunk watermain north of First Street through the existing Shipyards development will be extended westerly to Hickory Street. It will provide additional flow to the west end of Collingwood and will be installed along the existing trail alignment.

**3.1.17 Project 27: North of First Street - Hickory Street to Highway 26**

A 400 mm diameter trunk main will extend the proposed main at Hickory Street and connect to the existing main at Highway 26. It will provide additional flow to the west end of Collingwood and will be installed along the existing trail alignment.

**3.1.18 Project 28: Simcoe Street - Heritage Street to the Water Treatment Plant**

A new 400 mm diameter trunk watermain will be installed along Huron Street, Rodney Street and Simcoe Street to replace the undersized 300 mm diameter watermain. This project includes removal and restoration within half of the right-of-way to facilitate the watermain installation. This project is scheduled to proceed outside of the growth period and thus the entire cost is categorized as a post-period benefit.

**3.1.19 Project 29: Highway 26 - Old Mountain Road to Carmichael Pumping Station**

Along Highway 26, a new 400 mm diameter trunk watermain will be installed to replace the undersized 300 mm diameter watermain. This includes removal and restoration within half of the right-of-way to facilitate the watermain installation. This project is scheduled to proceed outside of the growth period and thus the entire cost is categorized as a post-period benefit.

**3.1.20 Project 30: Sixth Street - Hurontario Street to High Street**

Along Sixth Street, from Hurontario Street to High Street, a 400 mm diameter watermain will be installed replacing a 150 mm diameter watermain, increasing the overall system capacity. This project includes removal and restoration within half of the right-of-way to facilitate the watermain installation.

**3.1.21 Project 31: High Street - Old Mountain Road to Fifth Street**

Along High Street, from Old Mountain Road to Fifth Street, a 450 mm diameter watermain will be installed replacing the 300 mm diameter watermain, increasing the overall system capacity. This project includes removal and restoration within half of the right-of-way to facilitate the watermain installation.

**3.1.22 Project 32: St. Paul Street - Side Launch Way to Hume Street**

Along St. Paul Street, from Side Launch Way to Hume Street, a 400 mm diameter trunk watermain will be installed, increasing the overall system capacity. This project includes removal and



restoration within half of the right-of-way to facilitate the watermain installation; however, this project is scheduled to proceed outside of the growth period and thus the entire cost is categorized as a post-period benefit.

#### **3.1.23 Project 33: High Street - Sixth Street to Campbell Street**

Along High Street, from Sixth Street to Campbell Street, a 450 mm diameter trunk watermain will replace the existing 200 mm diameter watermain, increasing the overall system capacity. This project includes removal and restoration within half of the right-of-way to facilitate the watermain installation and a 50% benefit to existing value has been applied to account for the replacement of the existing deteriorating watermain, as per discussions with Town staff.

#### **3.1.24 Project 34: Poplar Sideroad - Clark Street to the Summit View Subdivision**

Along Poplar Sideroad, from Clark Street heading west to the Summit View Subdivision, a 200 mm diameter watermain will create connectivity. This project includes removal and restoration within half of the right-of-way to facilitate the watermain installation; however, this project is scheduled to proceed outside of the growth period and thus the entire cost is categorized as a post-period benefit.

#### **3.1.25 Project 35: Campbell Street - Maple Street to Hurontario Street**

Along Campbell Street, from Maple Street to Hurontario Street, a 200 mm diameter watermain will be installed replacing the existing 150 mm diameter watermain, enhancing fire flow and connectivity. This project includes removal and restoration within half of the right-of-way to facilitate the watermain installation.

#### **3.1.26 Project 36: Hume Street - Pretty River Parkway to Raglan Street North**

A 400 mm diameter watermain will be installed on Hume Street from the Pretty River Parkway to Raglan Street North. This project includes removal and restoration within half of the right-of-way to facilitate the watermain installation; however, this project is scheduled to proceed outside of the growth period and thus the entire cost is categorized as a post-period benefit.

#### **3.1.27 Project 37: Raglan Street - Erie Street to Oliver Crescent**

A 400 mm diameter watermain will be installed on Raglan Street from Erie Street to Oliver Crescent. This project includes removal and restoration within half of the right-of-way to facilitate the watermain installation; however, this project is scheduled to proceed outside of the growth period and thus the entire cost is categorized as a post-period benefit.



### **3.2 WATER VALVES**

#### **3.2.1 Project 38: Cranberry Trail Pressure Reducing Valve**

Adjustments to the pressure reducing valve are required on Cranberry Trail East to facilitate growth in the areas around the Cranberry Development.

#### **3.2.2 Project 39: Osler Bluff Road Pressure Reducing Valve and Decommission Booster Pumps**

At the western edge of the Mountain Road West Corridor Secondary Plan, a pressure reducing valve and check valve will be installed at the zone 1 / zone 2 pressure border. The decommissioning of the Osler Bluff Road booster pumping station is included within this project, scheduled to commence after Phase 1 of the Stewart Road booster pumping station and reservoir project is complete.

#### **3.2.3 Project 40: Mountain Road Pressure Reducing Valve and Chamber Installation**

At the intersection of Mountain Road and Tenth Line, a pressure reducing valve will be installed in a chamber at the zone 1 / zone 2 pressure border.

#### **3.2.4 Project 41: Dey Drive Check Valve**

On Dey Drive, a new check valve will be installed at the zone 1 / zone 2 pressure border to supply zone 2 in an emergency. This project is paid for by a developer and therefore has no development charge value.

#### **3.2.5 Project 42: Pretty River Check Valve**

On Peel Street, a new check valve will be installed at the zone 1 / zone 2 pressure border to supply zone 2 in an emergency.

#### **3.2.6 Project 43: Sixth Line Pressure Reducing Valve and Chamber Installation**

On Sixth Line, a pressure reducing valve will be installed at the zone 1 / zone 2 pressure border to supply zone 2 in an emergency.

### **3.3 WATER FACILITIES**

#### **3.3.1 Project 44: Stewart Road Reservoir and Booster Pumping Station (Phase 1)**

The Stewart Road booster pumping station will be required to meet local peak hour water demands and pressure requirements in the west of pressure zone 2 (north of Sixth Street and west of Tenth Line). It will be supported by a grade level reservoir with an approximate volume of 3,700 m<sup>3</sup> to meet the storage requirements in pressure zone 2.



**3.3.2 Project 45: Stewart Road Reservoir and Booster Pumping Station (Phase 2)**

Phase 2 of the Stewart Road reservoir and pumping station is scheduled to commence after the current growth period and thus the entire cost is categorized as a post-period benefit.

**3.3.3 Project 46: Stewart Road Reservoir and Booster Pumping Station (Phase 3)**

Phase 3 of the Stewart Road reservoir and pumping station is scheduled to commence after the current growth period and thus the entire cost is categorized as a post-period benefit.

**3.3.4 Project 47: Stewart Road Ultimate Pump Upgrades**

Pumping upgrades are required prior to the completion of the Stewart Road reservoir and booster pumping station Phase 3. This project is scheduled to commence after the current growth period and thus the entire cost is categorized as a post-period benefit.

**3.3.5 Project 48: Decommissioning of Georgian Meadows Pumping Station**

Once Phase 1 of the Stewart Road booster pumping station is commissioned, the decommissioning of the Georgian Meadows pumping station will be completed.

**3.3.6 Project 49: Ted Carmichael West End Reservoir (Highway 26 West)**

As outlined in the Collingwood Water Supply and Distribution System Update 2013 and the draft Water Master Plan, modifications to the Ted Carmichael West End Reservoir are required to operate it as an “in and out” reservoir, with flow filling the reservoir from the east and flowing out to the west. This will assist in maintaining adequate pressures and fire flows in the water distribution system as development proceeds west of the reservoir.

**3.3.7 Project 50: New Elevated Tank**

A new elevated tank is proposed to replace the tank on Hume Street. It will double the current operating volume. The location is to be determined. A 50% benefit to existing value has been applied to account for the replacement of the existing deteriorating asset.

**3.3.8 Project 51: Water Treatment Plant (St. Lawrence Street)**

In accordance with the draft Water Master Plan, the Water Treatment Plant requires an expansion to 67 ML/day to meet the water demands from growth in the Town of Collingwood. The Water Treatment Plant currently produces treated water for the Town of Collingwood, the Town of New Tecumseth and The Town of The Blue Mountains. As per discussions with Town staff, Collingwood is responsible to pay for 18% of the upgrades. A 12% benefit to existing has been applied to account for the maintenance costs that would be required if the Town decided not to proceed with the upgrades. The expansion will involve replacing membranes with higher capacity



membranes, installing UV disinfection equipment, expanding the clearwell, adding wastewater management facilities and expanding the low lift pumping station.

It was assumed for the calculation of the development charge eligible costs that a portion of the Water Treatment Plant expansion costs will be funded by the municipalities with water supply agreements with the Town.



## 4 Road Projects

Road projects include:

- improvements to collector or arterial roads as designated in the Town's Official Plan;
- intersection improvements including additional lanes, roundabouts and signalization; and
- sidewalk and trail improvements.

Project descriptions estimated timing and costs for the proposed road, intersection and sidewalk projects are summarized in Appendix B. Each summary identifies values for post-period benefit, benefit to existing development, and grants, subsidies and other contributions, reducing the development charge eligible portion of the capital cost estimates.

For road, intersection and sidewalk projects, the benefit to existing development represents the value of replacing existing municipal assets through growth related capital project. More specifically, on substandard roads (i.e. those that are assumed to not meet current road design standards with respect to width, cross-section and/or granular type and/or depths), the benefit to existing value applied was based on the cost to replace the existing road base and asphalt at its current configuration. On existing roads constructed to an appropriate standard, the benefit to existing was assigned based on the cost to replace the asphalt surface only at its current configuration (recognizing the road base is sufficient). The conditions of the existing roads and the benefit to existing values assigned to each project, based on these principles were collaboratively established with the Town.

The capital cost estimates for road projects within existing municipal right-of-ways were developed based on the cost to remove and reinstate the existing road and boulevards (across a typical 20 m right-of-way). Sidewalk and trail projects include boulevard restoration allowances (1 m wide on both sides of the sidewalk or trail) to allow for adequate constructability and blending into the existing boulevard.

Allowances have been included in support of updates to the Transportation Master Plan and miscellaneous Municipal Class Environmental Assessments.

### 4.1 ROADS

#### 4.1.1 Project 52: Highway 26 - Silver Glen Boulevard to Silver Creek Drive

Improvements to the 570 m section of Highway 26 from Silver Glen Boulevard to Silver Creek Drive will include widening the road from 2 lanes to 3 lanes. This will blend into the recent improvements on Highway 26 completed from Keith Avenue to Silver Glen Boulevard. The improvements will be constructed to an arterial standard rural cross section. This project will





service growth in the west end of Town and provide improved traffic operations along Highway 26. For the purpose of this report, we have assumed a new granular road base will be required throughout in support of the proposed improvements. The benefit to existing was calculated based on pulverizing and paving the existing roadway.

#### **4.1.2 Project 53: Highway 26 - Keith Avenue to Silver Creek Drive**

The arterial road improvements along the 3,300 m section of Highway 26 from Keith Avenue to Silver Creek Drive will upgrade the existing 3 lane rural to a 5 lane urban road cross section. The majority of this project is already constructed as a 3 lane rural cross section and the remainder is scheduled to be constructed in 2023. For the purpose of this report, we have assumed the project will re-use the granular base and binder course asphalt from the existing 3 lane roadway. The surface course asphalt will be removed along the existing road and replaced following the installation of the additional 2 lanes. The benefit to existing was based on removing and replacing of the existing 3 lane surface course asphalt. A 70% post-period benefit was included for this project as it is scheduled to proceed at the end of the growth period to service development beyond the development charge horizon period of 2031.

#### **4.1.3 Project 54: Mountain Road - Tenth Line to Osler Bluff Road**

Improvements to the 2,800 m section of Mountain Road from Tenth Line to Osler Bluff Road will include road base widening in accordance with the current 2 lane collector rural standards. For the purpose of this report, we have assumed the road was originally constructed to an appropriate standard and the road reconstruction will re-use the existing granular base from the existing roadway. The benefit to existing is based on removing and replacing the asphalt along its current alignment.

#### **4.1.4 Project 55: Sixth Line - Poplar Sideroad to Sandford Fleming Drive.**

Improvements to the 680 m section of Sixth Line from Poplar Sideroad to Sandford Fleming Drive will include road base widening in accordance with the current 2 lane collector rural standards. For the purpose of this report, we have assumed a new granular road base will be required throughout in support of the proposed improvements. The benefit to existing is based on removing and replacing the asphalt along its current alignment.

#### **4.1.5 Project 56: Hurontario Street - Hume Street to Collins Street**

The arterial road improvements to the 780 m section of Hurontario Street from Hume Street to Collins Street will consist of constructing a continuous centre turn lane throughout to better serve the abutting developments. The improvements will include satisfying the requirements of a 3 lane urban road cross section. For the purpose of this report, we have assumed the road was originally constructed to an appropriate standard and the road reconstruction will re-use the granular base



from the existing 2 lane roadway. The benefit to existing is based on removing and replacing the existing asphalt along its current alignment.

#### **4.1.6 Project 57: Collins Street - Ste. Marie Street to Katherine Street**

The collector road improvements to the 360 m section of Collins Street from Ste. Marie Street to Katherine Street will include upgrading the existing 2 lane rural road to a 2 lane urban road cross section. For the purpose of this report, we have assumed a new granular road base will be required throughout in support of the proposed improvements. The benefit to existing is based on removing and replacing the asphalt along its current alignment.

#### **4.1.7 Project 58: High Street - Third Street to Fifth Street**

The arterial road improvements along the 450 m section of High Street from Third Street to Fifth Street will consist of widening the existing 4 lane urban road to accommodate a continuous centre turn lane throughout (thus providing a continuous centre turn lane from First Street to Sixth Street). The improvements will satisfy the requirements of a 5 lane urban road cross section. For the purpose of this report, we have assumed the road was originally constructed to an appropriate standard and the road reconstruction will re-use the granular base from the existing roadway. The benefit to existing is based on removing and replacing the asphalt along its current alignment.

#### **4.1.8 Project 59: Tenth Line - Sixth Street to Mountain Road**

This collector road project will upgrade 1,240 m of Tenth Line between Sixth Street and Mountain Road from a 2 lane rural to a 2 lane urban road cross section. For the purpose of this report, we have assumed the road was originally constructed to an appropriate standard and the road reconstruction will re-use the granular base from the existing roadway. The benefit to existing is based on removing and replacing the asphalt along its current alignment.

#### **4.1.9 Project 60: High Street - Poplar Sideroad to Tenth Street**

Arterial road improvements to this 1,450 m section of High Street from Poplar Sideroad to Tenth Street will consist of widening and upgrading the 2 lane rural road to a 4 lane urban road cross section. For the purpose of this report, we have assumed a new granular road base will be required throughout in support of the proposed improvements. The benefit to existing is based on full road reconstruction of the existing roadway along its current alignment.

#### **4.1.10 Project 61: Third Street - High Street to Birch Street**

Collector road improvements to the 865 m section of Third Street for High Street to Birch Street include upgrading the 2 lane rural road to a 2 lane urban road cross section. For the purpose of this report, we have assumed a new granular road base will be required throughout in support of



the proposed improvements. The benefit to existing is based on full road reconstruction of the existing roadway along its current alignment.

#### **4.1.11 Project 62: Cameron Street - Hurontario Street to Walnut Street**

Collector road improvements to the 830 m section of Cameron Street between Hurontario Street and Walnut Street include upgrading the existing 2 lane rural road to a 2 lane urban road cross section. For the purpose of this report, we have assumed a new granular road base will be required throughout in support of the proposed improvements. The benefit to existing is based on full road reconstruction of the existing roadway along its current alignment.

#### **4.1.12 Project 63: Mountain Road - Cambridge Street to Tenth Line (Phase 1)**

Arterial road improvements to the 1,075 m section of Mountain Road from Cambridge Street to Tenth Line consist of widening the 2 lane rural road to 3 lane rural road cross section. The scope of this project will include a 5 lane bridge to facilitate future road widening. For the purpose of this report, we have assumed a new granular road base will be required throughout in support of the proposed improvements. The benefit to existing is based on removing and replacing the existing asphalt along its current alignment and the replacement of a 2 lane bridge. A post-period benefit has been applied to account for 2 lanes of the 5 lane bridge, as the road is expected to be widened to 5 lanes outside of the current growth period (project 64) and will service development beyond the development charge horizon period of 2031.

#### **4.1.13 Project 64: Mountain Road - Cambridge Street to Tenth Line (Phase 2)**

Arterial road improvements to the 1,075 m section of Mountain Road from Cambridge Street to Tenth Line consist of upgrading and widening the 3 lane rural road to a 5 lane urban road cross section. Bridge work allowances were not included as it will get replaced when the road is widened to 3 lanes (project 63). For the purpose of this report, we have assumed the project will re-use the granular base and binder course asphalt from the existing 3 lane roadway. The surface course asphalt will be removed along the existing road and replaced following the installation of the additional 2 lanes. The benefit to existing was based on removing and replacing the existing 3 lane surface course asphalt. A 70% post-period benefit was included for this project as it is scheduled to proceed at the end of the growth period to service development beyond the development charge horizon period of 2031.

#### **4.1.14 Project 65: Peel Street - Ontario Street to Bush Street**

Collector road improvements to the 930 m section of Peel Street between Ontario Street and Bush Street include upgrading the 2 lane rural road to a 2 lane urban road cross section. For the purpose of this report, we have assumed a new granular road base will be required throughout



in support of the proposed improvements. The benefit to existing is based on full road reconstruction of the existing roadway along its current alignment.

#### **4.1.15 Project 66: Sixth Street - Tenth Line to High Street**

Arterial road improvements for the 1,320 m section of Sixth Street from Tenth Line to High Street consist of widening and upgrading the road from 2 lane rural to a 3 lane urban road cross section. For the purpose of this report, we have assumed the road was originally constructed to an appropriate standard and the road reconstruction will re-use the granular base from the existing roadway. The benefit to existing is based on removing and replacing the existing asphalt along its current alignment. A 70% post-period benefit was included for this project as it is scheduled to proceed at the end of the growth period.

#### **4.1.16 Project 67: Harbour Street Extension - Tenth Line to the Georgian Trail**

This project includes constructing 525 m of new road in accordance with 2 lane rural collector standards. A 70% post-period benefit was included for this project as it is scheduled to proceed at the end of the growth period to service development beyond the development charge horizon period of 2031.

#### **4.1.17 Project 68: Sandford Fleming Drive - Sixth Line to Highway 26**

This collector road project will include extending Sandford Fleming Drive from Sixth Line intersection to a new intersection at Highway 26. The 220 m section of road will be constructed in accordance with 2 lane rural standards and 90% of this project will be funded by the Ministry of Transportation through an existing agreement. Construction is currently underway and is expected to be completed in 2019.

## **4.2 INTERSECTIONS**

### **4.2.1 Project 69: Highway 26 and Sandford Fleming Drive / Beachwood Road**

In conjunction with the Sandford Fleming Drive road extension (project 68), the intersection of Highway 26 and Sandford Fleming Drive / Beachwood Road will be signalized. 90% of this project will be funded by the Ministry of Transportation through an existing agreement. Construction is currently underway and is expected to be completed in 2019.

### **4.2.2 Project 70: Sixth Street and Oak Street**

Improvements include signalization of the existing intersection. A 70% post-period benefit has been applied to this project since it is scheduled to proceed towards the end of the growth period to service development beyond the development charge horizon period of 2031.



#### **4.2.3 Project 71: High Street and Home Depot Access**

In conjunction with future commercial development on the lands abutting the Home Depot, the existing signalized Home Depot access will be converted to a right-in / right-out access and the signals will be relocated to the intersection of High Street and Third Street. The extension of Cambridge Street (to be completed as part of future commercial development) will subsequently connect to the new signalized intersection as the new west leg. 100% of this project will be paid for by the developer in accordance with the existing Site Plan Agreement.

#### **4.2.4 Project 72: High Street and First Street (Phase 1)**

Improvements include the construction of an exclusive eastbound right turn lane, converting the shared southbound through-left turn lane into an exclusive left turn lane and the construction of a shared southbound through-right lane to maintain two southbound lanes through the intersection. The signal timings are to be revised to include protected left phases for northbound and southbound lefts and eliminating the existing customized timing plans and including permitted and overlap phases for eastbound right turns.

#### **4.2.5 Project 73: Highway 26 and Harbour Street / Balsam Street**

Improvements include the construction of northbound and southbound left turn lanes, complete with permitted and protected signal phases.

#### **4.2.6 Project 74: Mountain Road / First Street Extension and Old Mountain Road / Cambridge Street**

Improvement includes the conversion of the existing exclusive westbound right turn lane into a shared through-right lane and the provision of northbound and southbound right turn lanes (thus allowing the existing shared through and right lanes to become exclusive through lanes). Improved signal timings to consider permitted and protected phases for eastbound left turns should also be considered.

#### **4.2.7 Project 75: High Street and Third Street**

Improvements include the signalization of the existing intersection and the construction of exclusive northbound and southbound left turn lanes with permitted and protected phasing.

90% of the signalization cost is to be paid for by the developer, as these lights provide a direct benefit to the future commercial development on Third Street, west of High Street.

#### **4.2.8 Project 76: High Street and Sixth Street**

Improvements include the construction of an exclusive southbound right turn lane, thus creating two exclusive southbound through lanes, and the implementation of a permitted and protected phase for the eastbound left turn lane. A 70% post-period benefit has been applied to this project



since it is scheduled to proceed towards the end of the growth period to service development beyond the development charge horizon period of 2031.

#### **4.2.9 Project 77: High Street and First Street (Phase 2)**

Improvements include revising the signal timing plans to include a permitted and protected phase for the eastbound left turn lane and the construction of exclusive northbound and southbound right turn lanes.

#### **4.2.10 Project 78: Mountain Road and Tenth Line**

As per the Municipal Class EA, this project includes the construction of a two-lane roundabout with widened or flared approaches to incorporate two lanes entering per approach.

#### **4.2.11 Project 79: High Street and Campbell Street**

As per the Municipal Class EA, this project includes the construction of a two-lane roundabout with widened or flared approaches to incorporate two lanes entering per approach. A 70% post-period benefit has been applied to this project since it is scheduled to proceed towards the end of the growth period to service development beyond the development charge horizon period of 2031.

### **4.3 SIDEWALKS AND TRAILS**

#### **4.3.1 Project 80: Mountain Road - Tenth Line to Osler Bluff Road**

A 3 m wide limestone screenings trail is proposed along Mountain Road for 2,200 m.

#### **4.3.2 Project 81: Collins Street – Ste. Marie Street to Katherine Street**

A 1.5 m wide sidewalk on both sides of Collins Street is proposed for 360 m.

#### **4.3.3 Project 82: High Street - Third Street to Fifth Street**

A 1.5 m wide sidewalk on the west side of High Street and a 3 m wide sidewalk on the east side of High Street are proposed for 435 m.

#### **4.3.4 Project 83: Tenth Line - Sixth Street to Mountain Road**

A 3 m wide limestone screenings trail is proposed along Tenth Line for 1,065 m.

#### **4.3.5 Project 84: High Street - Poplar Sideroad to Tenth Street**

A 1.5 m wide sidewalk on the east side of High Street and a 3 m wide sidewalk on the west side of High Street are proposed for 1,390 m.



**4.3.6 Project 85: Third Street - Spruce Street to Cedar Street**

1.5 m sidewalks are proposed on both sides of Third Street for 360 m.

**4.3.7 Project 86: Cameron Street - Walnut Street to Hurontario Street**

1.5 m sidewalks are proposed on both sides of Cameron Street for 840 m.

**4.3.8 Project 87: Mountain Road - Cambridge Street to Tenth Line**

A 3 m wide sidewalk on the south side of Mountain Road and a 1.5 m sidewalk on the north side of Mountain Road are proposed to extend for 1,050 m.

**4.3.9 Project 88: Peel Street - Ontario Street to Bush Street**

1.5 m sidewalks are proposed on both sides of Peel Street for 900 m.

**4.3.10 Project 89: Sixth Street - Tenth Line to High Street**

1.5 m sidewalks are proposed on both sides of Sixth Street for 1,295 m.

**4.3.11 Project 90: Poplar Sideroad - Hurontario Street to High Street**

A 3 m wide limestone screenings trail is proposed along Poplar Sideroad for 870 m.

**4.3.12 Project 91: Highway 26 - Marine View Drive to Sixth Line**

A 1.5 m wide sidewalk on the north side of Highway 26 and a 3 m wide sidewalk on the south side of Highway 26 are proposed for 340 m.

**4.3.13 Project 92: Tenth Line - Poplar Sideroad to Sixth Street**

A 3 m wide trail is proposed along Tenth Line for 1,850 m.

**4.3.14 Project 93: Highway 26 - Osler Bluff Road to Silver Glen Boulevard**

A 3 m wide trail is proposed along Highway 26 for 1,700 m.

**4.3.15 Project 94: Second Street - High Street to Spruce Street**

A 1.5 m wide sidewalk is proposed along the east side of Second Street for 250 m.



## 5 Summary

Through consultation with Town staff and Hemson, and following a review of applicable studies, standards and guidelines (i.e. master studies, project specific Class Environmental Assessments, the Town's Official Plan, Town Standards, developing mapping and forecasts, etc.), the previous development charge study list of capital engineering project has been updated. Engineering projects were considered as they relate to the following:

- wastewater sewer and facilities (trunk sewers, sewage pumping stations and forcemains and the Water Pollution Control Plant);
- water distribution and facilities (watermains, booster pumping stations and reservoirs and the Water Treatment Plant); and
- transportation services (roads, intersections, sidewalks and trails).

Capital cost estimates were estimated based on the scope of work anticipated and current construction values. Where appropriate, consideration was given to engineering, property acquisition, contingencies, Town staff allowances, and utility relocation costs. Recognizing that projects may vary with respect to their role and function, and who they are intended to benefit, consideration has been given to the following:

- benefit to existing developments;
- benefit to new developments;
- available funding and/or other cost contributions (as may be secured through separate development agreements or government infrastructure programs); and
- post-period development (i.e. the degree to which the project will provide benefit beyond the 2031 Simcoe County growth period).

A summary of the respective values for the noted servicing systems is provided in Table 1.

As noted, the identification of the capital projects, the contributing factors and extent of benefit have been determined based on past studies and/or consideration for future growth. As development occurs and growth is realized (or is not realized), it may be necessary to update the study methodology to reflect the current development environment. In this respect, regular updates of this study are recommended.





**Table 1: Costing Summary**

DESCRIPTION	GROSS CAPITAL COST ESTIMATE	<sup>(1)</sup> LESS: OTHER CONTRIBUTIONS	LESS: BENEFIT TO EXISTING	DC IN-PERIOD ELIGIBLE COSTS	POST-PERIOD BENEFIT
Wastewater Sewers	\$5,150,518	\$0	\$0	\$2,456,700	\$2,693,818
Wastewater Facilities	\$96,334,668	\$0	\$5,420,100	\$53,461,868	\$37,452,700
Water Distribution	\$35,437,200	\$0	\$4,551,300	\$16,497,100	\$14,388,800
Water Valves	\$940,000	\$50,000	\$22,500	\$727,500	\$140,000
Water Facilities	\$69,404,400	\$41,615,000	\$4,039,700	\$17,761,200	\$5,988,500
Roads	\$64,654,900	\$501,800	\$14,084,400	\$35,470,100	\$14,598,600
Intersections	\$5,072,000	\$521,100	\$0	\$3,510,000	\$1,040,900
Sidewalks & Trails	\$7,300,600	\$0	\$812,900	\$6,487,700	\$0
<b>TOTAL</b>	<b>\$284,294,286</b>	<b>\$42,687,900</b>	<b>\$28,930,900</b>	<b>\$136,372,168</b>	<b>\$76,303,318</b>

<sup>(1)</sup> other contributions include: grants, subsidies and other contributions attributable to new development



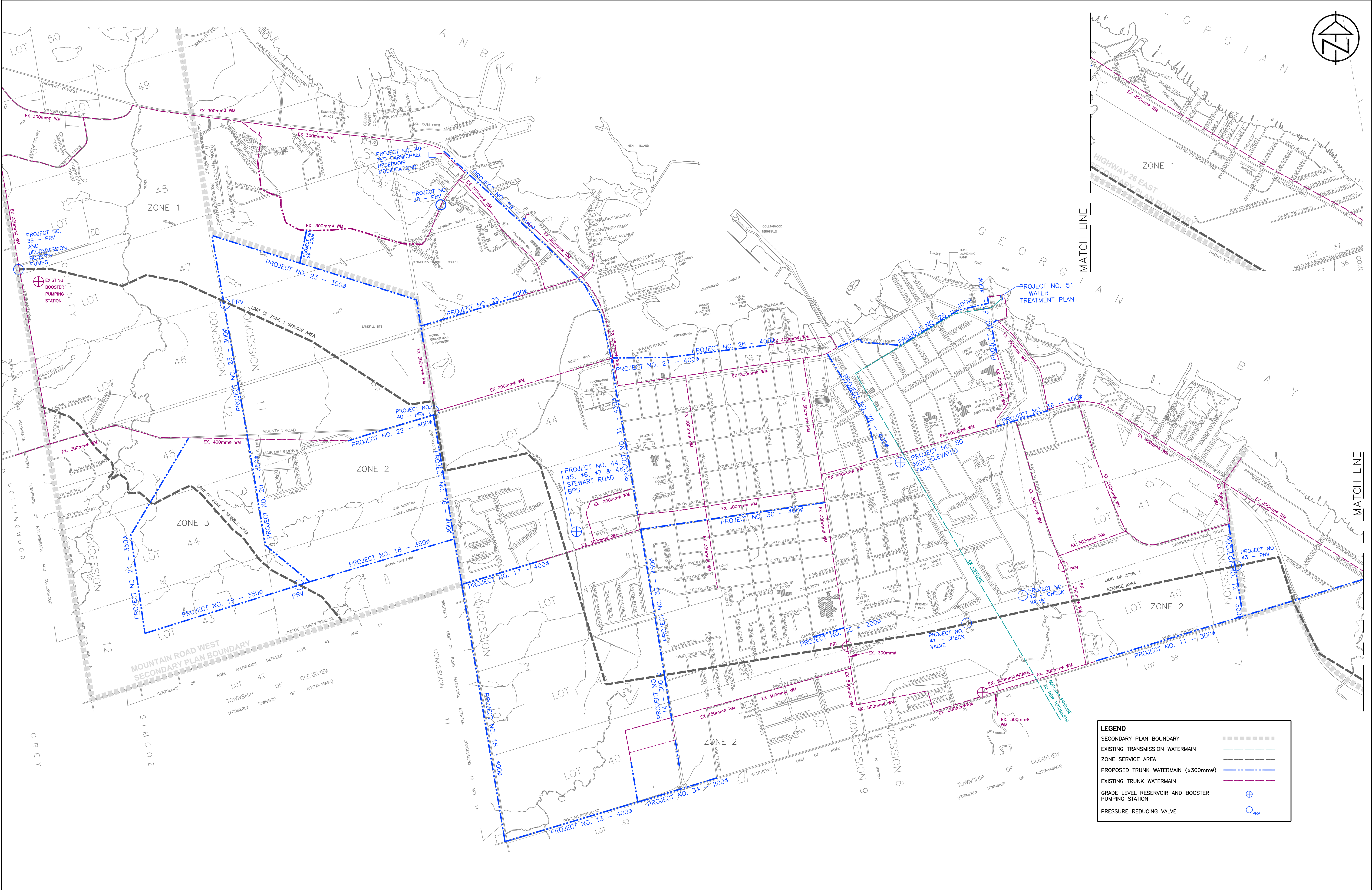
## **Appendix A: Servicing Plans**






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			1.	DRAFT SUBMISSION	MAY 31/19				DRAWN: AT	DATE: DEC 2018	<b>SAN-1</b>
									CHECK: AEB	SCALE: 1:12,500	





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							<div>WATER SERVICING INFRASTRUCTURE</div>	<div>DESIGN: AT</div>	<div>FILE: 119015</div>	<div>DWG: WAT-1</div>
								<div>DRAWN: AT</div>	<div>DATE: DEC 2018</div>	
								<div>CHECK: AEB</div>	<div>SCALE: 1:12,500</div>	






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NOTES

No.	REVISION DESCRIPTION	DATE	ENGINEER STAMP
1.	DRAFT SUBMISSION	MAY 31/19	

**2019 DEVELOPMENT CHARGE  
UPDATE  
TOWN OF COLLINGWOOD**

**ROAD NETWORK  
INFRASTRUCTURE**



DESIGN: AT	FILE: 119015	DWG:
DRAWN: AT	DATE: DEC 2018	<b>ROAD-1</b>
CHECK: AEB	SCALE: 1:12,500	



## **Appendix B: Capital Cost Estimates**

**TOWN OF COLLINGWOOD**  
**2019 DEVELOPMENT CHARGES BACKGROUND STUDY**

**WASTEWATER SEWERS - PROJECT LIST**  
**SEPTEMBER 2019**  
**FILE NO. 119015**

PROJECT NO.	LOCATION	PROJECT LENGTH (m)	INCREASED SERVICE NEEDS ATTRIBUTABLE TO ANTICIPATED DEVELOPMENT	TIMING	GROSS CAPITAL COST ESTIMATE	<sup>(1)</sup> LESS: OTHER CONTRIBUTIONS	NET MUNICIPAL COST	LESS: BENEFIT TO EXISTING DEVELOPMENT % AMOUNT	TOTAL DC ELIGIBLE COSTS	DC IN-PERIOD ELIGIBLE COSTS	POST-PERIOD BENEFIT
1	Mountain Road: Eleventh Line to the West	650	Extension of the existing trunk sewer	2031	\$1,537,900	\$0	\$1,537,900	0%	\$0	\$1,537,900	\$1,537,900
2	North of Mountain Road: Tenth Line to the West	1,900	Oversizing of trunk sewer through future development	2025	\$191,000	\$0	\$191,000	0%	\$0	\$191,000	\$133,700
3	Black Ash Creek Trunk Main: South of Sixth Street	900	Oversizing of trunk sewer through future development	2031	\$30,200	\$0	\$30,200	0%	\$0	\$30,200	\$30,200
4	Mountain Road: Improvements West of Balsam Street	400	Trunk sewer to replace the existing sewer	2025	\$1,095,700	\$0	\$1,095,700	0%	\$0	\$1,095,700	\$0
5	Harbour Street: Georgian Trail to Tenth Line	650	Extension of the existing trunk sewer	2030	\$130,600	\$0	\$130,600	0%	\$0	\$130,600	\$65,300
6	Hurontario Street: Lockhart Road to Collins Street	368	Trunk sewer to replace the existing sewer	2024	\$848,400	\$0	\$848,400	0%	\$0	\$848,400	\$0
7	Black Ash Creek SPS Forcemain: SPS to WPCP (along trail)	1,329	Twin forcemain to provide additional capacity	2032	\$926,718	\$0	\$926,718	0%	\$0	\$926,718	\$926,718
			Wastewater Master Plan Update	2024 + 2029	\$240,000	\$0	\$240,000	0%	\$0	\$240,000	\$0
			Miscellaneous Municipal Class EAs	Various	\$150,000	\$0	\$150,000	0%	\$0	\$150,000	\$0
<b>TOTAL</b>					<b>\$5,150,518</b>	<b>\$0</b>	<b>\$5,150,518</b>	<b>\$0</b>	<b>\$5,150,518</b>	<b>\$2,456,700</b>	<b>\$2,693,818</b>

(1) - Other contributions includes: grants, subsidies and other contributions attributable to new development

TOWN OF COLLINGWOOD  
2019 DEVELOPMENT CHARGES BACKGROUND STUDY

WASTEWATER FACILITIES - PROJECT LIST  
SEPTEMBER 2019  
FILE NO. 119015

PROJECT NO.	LOCATION	INCREASED SERVICE NEEDS ATTRIBUTABLE TO ANTICIPATED DEVELOPMENT	TIMING	GROSS CAPITAL COST ESTIMATE	<sup>(1)</sup> LESS: OTHER CONTRIBUTIONS	NET MUNICIPAL COST	LESS: BENEFIT TO EXISTING DEVELOPMENT %	DEVELOPMENT AMOUNT	TOTAL DC ELIGIBLE COSTS	DC IN-PERIOD ELIGIBLE COSTS	POST-PERIOD BENEFIT
8	Water Pollution Control Plant - Outfall Improvements	Plant Outfall Improvements	2027-2032	\$1,249,668	\$0	\$1,249,668	0%	\$0	\$1,249,668	\$745,568	\$504,100
9	Water Pollution Control Plant	Expansion of the WPCP to increase the capacity by 12,000 m <sup>3</sup> /day	2027-2032	\$90,335,000	\$0	\$90,335,000	6%	\$5,420,100	\$84,914,900	\$47,966,300	\$36,948,600
10	Black Ash Sewage Pumping Station Upgrades	Increases capacity of SPS	2019	\$4,000,000	\$0	\$4,000,000	0%	\$0	\$4,000,000	\$4,000,000	\$0
		WPCP Municipal Class EA Update & Assimilative Capacity Update	2025	\$750,000	\$0	\$750,000	0%	\$0	\$750,000	\$750,000	\$0
TOTAL				\$96,334,668	\$0	\$96,334,668		\$5,420,100	\$90,914,568	\$53,461,868	\$37,452,700

(1) - Other contributions includes: grants, subsidies and other contributions attributable to new development



**TOWN OF COLLINGWOOD**  
**2019 DEVELOPMENT CHARGES BACKGROUND STUDY**

**WATER DISTRIBUTION - PROJECT LIST**  
**SEPTEMBER 2019**  
**FILE NO. 119015**

PROJECT NO.	LOCATION	PROJECT LENGTH (m)	INCREASED SERVICE NEEDS ATTRIBUTABLE TO ANTICIPATED DEVELOPMENT	TIMING	GROSS CAPITAL COST ESTIMATE	<sup>(1)</sup> LESS: OTHER CONTRIBUTIONS	NET MUNICIPAL COST	LESS: BENEFIT TO EXISTING DEVELOPMENT %	AMOUNT	TOTAL DC ELIGIBLE COSTS	DC IN-PERIOD ELIGIBLE COSTS	POST-PERIOD BENEFIT
11	Poplar Sideroad: Raglan Street to Beachwood Road	2,000	Trunk watermain extension	2026	\$2,996,400	\$0	\$2,996,400	0%	\$0	\$2,996,400	\$2,996,400	\$0
12	Sixth Line: Poplar Sideroad to Sandford Fleming Drive	650	Trunk watermain extension	2026	\$922,700	\$0	\$922,700	0%	\$0	\$922,700	\$922,700	\$0
13	Poplar Sideroad: Summit View to Tenth Line	700	Trunk watermain extension	2019 / 2031	\$1,189,300	\$0	\$1,189,300	0%	\$0	\$1,189,300	\$396,400	\$792,900
14	High Street: Findlay Drive to Campbell Street	450	Trunk watermain extension	2019	\$677,100	\$0	\$677,100	15%	\$101,600	\$575,500	\$575,500	\$0
15	Tenth Line: Poplar Sideroad to Sixth Street	1,850	Trunk watermain extension	2031	\$3,005,800	\$0	\$3,005,800	0%	\$0	\$3,005,800	\$0	\$3,005,800
16	Tenth Line: Sixth Street to Mountain Road	1,125	Trunk watermain extension	2019	\$1,361,250	\$0	\$1,361,250	0%	\$0	\$1,361,250	\$1,361,250	\$0
17	Sixth Street: Georgian Meadows Drive to Tenth Line	275	Trunk watermain extension	2019	\$332,750	\$0	\$332,750	0%	\$0	\$332,750	\$332,750	\$0
18	Future Secondary Plan Development: Tenth Line to Conc. 11/12	1,000	Oversizing of trunk watermain through future development	2031	\$118,600	\$0	\$118,600	0%	\$0	\$118,600	\$0	\$118,600
19	Future Secondary Plan Development: Conc. 11/12 to Osler Bluff Rd.	1,200	Oversizing of trunk watermain through future development	2031	\$144,700	\$0	\$144,700	0%	\$0	\$144,700	\$0	\$144,700
20	Future Secondary Plan Development: South Extension of Eleventh Line	1,100	Oversizing of trunk watermain through future development	2031	\$134,600	\$0	\$134,600	0%	\$0	\$134,600	\$0	\$134,600
21	Future Secondary Plan Development: Sixth Street to Mountain Road	1,450	Oversizing of trunk watermain through future development	2031	\$176,000	\$0	\$176,000	0%	\$0	\$176,000	\$0	\$176,000
22	Mountain Road: Thomas Drive to Tenth Line	700	Trunk watermain extension	2020	\$137,400	\$0	\$137,400	0%	\$0	\$137,400	\$137,400	\$0
23	Watermain Loop along Eleventh Line and Georgian Trail	3,300	Trunk watermain extension	2031	\$0	\$0	\$0	0%	\$0	\$0	\$0	\$0
24	Cranberry Development to the Georgian Trail	250	Oversizing of trunk watermain through future development	2031	\$0	\$0	\$0	0%	\$0	\$0	\$0	\$0
25	Harbour Street Extension to Tenth Line	565	Trunk watermain extension	2022	\$925,100	\$0	\$925,100	15%	\$138,800	\$786,300	\$786,300	\$0
26	North of First Street: Maple Street to Hickory Street	785	Trunk watermain extension	2024	\$1,235,100	\$0	\$1,235,100	15%	\$185,300	\$1,049,800	\$1,049,800	\$0
27	North of First Street: Hickory Street to Highway 26	420	Trunk watermain extension	2030	\$625,900	\$0	\$625,900	15%	\$93,900	\$532,000	\$532,000	\$0
28	Simcoe Street: Heritage Street to Water Treatment Plant	1,365	Upsize existing watermain from 300 to 500 mm	2040	\$3,115,100	\$0	\$3,115,100	15%	\$467,300	\$2,647,800	\$0	\$2,647,800
29	Highway 26: Old Mountain Road to Carmichael Pumping Station	2,122	Upsize existing watermain from 300 to 400 mm	2045	\$4,381,700	\$0	\$4,381,700	0%	\$0	\$4,381,700	\$0	\$4,381,700
30	Sixth Street: Hurontario Street to High Street	1,960	Upsize existing watermain from 300 to 400 mm	2023	\$3,919,800	\$0	\$3,919,800	15%	\$588,000	\$3,331,800	\$3,331,800	\$0
31	High Street: Old Mountain Road to Fifth Street	1,225	Upsize existing watermain from 300 to 450 mm	2030	\$2,677,700	\$0	\$2,677,700	15%	\$401,700	\$2,276,000	\$2,276,000	\$0
32	St. Paul Street: Side Launch Way to Hume Street	830	Upsize existing watermain from 300 to 400 mm	2045	\$1,724,300	\$0	\$1,724,300	15%	\$258,600	\$1,465,700	\$0	\$1,465,700
33	High Street: Sixth Street to Campbell Street	1,468	Upsize / add new watermain from 200 to 450 mm	2030	\$2,765,900	\$0	\$2,765,900	50%	\$1,383,000	\$1,382,900	\$1,382,900	\$0
34	Poplar Sideroad: Clark Street to Summit View	720	Trunk watermain extension	2035	\$977,800	\$0	\$977,800	0%	\$0	\$977,800	\$0	\$977,800
35	Campbell Street: Maple Street to Hurontario Street	220	Upsize existing watermain to 200 mm	2019	\$351,800	\$0	\$351,800	50%	\$175,900	\$175,900	\$175,900	\$0
36	Hume Street: Pretty River Parkway to Raglan Street North	410	Upsize existing watermain to 400 mm	2035	\$803,100	\$0	\$803,100	85%	\$682,600	\$120,500	\$0	\$120,500
37	Raglan Street: Erie Street to Oliver Crescent	250	Upsize existing watermain from 300 to 400 mm	2035	\$497,300	\$0	\$497,300	15%	\$74,600	\$422,700	\$0	\$422,700
	Water Master Plan Update			2024 + 2029	\$240,000	\$0	\$240,000	0%	\$0	\$240,000	\$240,000	\$0
<b>TOTAL</b>					<b>\$35,437,200</b>	<b>\$0</b>	<b>\$35,437,200</b>		<b>\$4,551,300</b>	<b>\$30,885,900</b>	<b>\$16,497,100</b>	<b>\$14,388,800</b>

(1) - Other contributions includes: grants, subsidies and other contributions attributable to new development

TOWN OF COLLINGWOOD  
2019 DEVELOPMENT CHARGES BACKGROUND STUDY

WATER VALVE - PROJECT LIST  
SEPTEMBER 2019  
FILE NO. 119015

PROJECT NO.	LOCATION	INCREASED SERVICE NEEDS ATTRIBUTABLE TO ANTICIPATED DEVELOPMENT	TIMING	GROSS CAPITAL COST ESTIMATE	<sup>(1)</sup> LESS: OTHER CONTRIBUTIONS	NET MUNICIPAL COST	LESS: BENEFIT TO EXISTING DEVELOPMENT % AMOUNT	TOTAL DC ELIGIBLE COSTS	DC IN-PERIOD ELIGIBLE COSTS	POST-PERIOD BENEFIT
38	Cranberry Trail PRV	Adjust settings to maintain zone 1A and feed zone 1 in emergency	2020	\$40,000	\$0	\$40,000	0% \$0	\$40,000	\$40,000	\$0
39	Osler Bluff Road PRV and Decommissioning Osler Booster Pumps	Create valve configuration to feed zone 1A or 2 in emergency	2025	\$510,000	\$0	\$510,000	0% \$0	\$510,000	\$510,000	\$0
40	Mountain Road PRV and Chamber Installation	New valve to feed Mountain Road low pressure & fire from zone 2	2025	\$150,000	\$0	\$150,000	15% \$22,500	\$127,500	\$127,500	\$0
41	Dey Drive Check Valve	New check valve to supply zone 2 in emergency	2019	\$50,000	\$50,000	\$0	0% \$0	\$0	\$0	\$0
42	Pretty River Check Valve	New check valve to supply zone 2 in emergency	2025	\$50,000	\$0	\$50,000	0% \$0	\$50,000	\$50,000	\$0
43	Sixth Line PRV and Chamber Installation	New valve to supply zone 2 in emergency	2035	\$140,000	\$0	\$140,000	0% \$0	\$140,000	\$0	\$140,000
TOTAL				\$940,000	\$50,000	\$890,000	\$22,500	\$867,500	\$727,500	\$140,000

(1) - Other contributions includes: grants, subsidies and other contributions attributable to new development

**TOWN OF COLLINGWOOD**  
**2019 DEVELOPMENT CHARGES BACKGROUND STUDY**

**WATER FACILITIES - PROJECT LIST**  
**SEPTEMBER 2019**  
**FILE NO. 119015**

PROJECT NO.	LOCATION	INCREASED SERVICE NEEDS ATTRIBUTABLE TO ANTICIPATED DEVELOPMENT	TIMING	GROSS CAPITAL COST ESTIMATE	<sup>(1)</sup> LESS: OTHER CONTRIBUTIONS	NET MUNICIPAL COST	LESS: BENEFIT TO EXISTING DEVELOPMENT %	AMOUNT	TOTAL DC ELIGIBLE COSTS	DC IN-PERIOD ELIGIBLE COSTS	POST-PERIOD BENEFIT
44	Stewart Road Booster Pumping Station and Reservoir (Phase 1)	Zone 2 BPS & Reservoir	2020	\$5,135,900	\$0	\$5,135,900	0%	\$0	\$5,135,900	\$5,135,900	\$0
45	Stewart Road Booster Pumping Station and Reservoir (Phase 2)	Zone 2 BPS & Reservoir	2035	\$2,740,500	\$0	\$2,740,500	0%	\$0	\$2,740,500	\$0	\$2,740,500
46	Stewart Road Booster Pumping Station and Reservoir (Phase 3)	Zone 2 BPS & Reservoir	2044	\$2,740,500	\$0	\$2,740,500	0%	\$0	\$2,740,500	\$0	\$2,740,500
47	Stewart Road Ultimate Pump Upgrades	Required for Stewart Road Reservoir Phase 3	2038	\$507,500	\$0	\$507,500	0%	\$0	\$507,500	\$0	\$507,500
48	Decommissioning Georgian Meadows BPS	Decommission BPS after Stewart Road BPS is commissioned	2022	\$203,000	\$0	\$203,000	0%	\$0	\$203,000	\$203,000	\$0
49	Ted Carmichael West End Reservoir (Highway 26 West)	West End BPS Improvements	2020	\$1,015,000	\$0	\$1,015,000	0%	\$0	\$1,015,000	\$1,015,000	\$0
50	New Elevated Tank (Location TBD)	Replacement of existing tank	2030	\$5,887,000	\$0	\$5,887,000	50%	\$2,943,500	\$2,943,500	\$2,943,500	\$0
51	Water Treatment Plant (St. Lawrence Street)	Expansion and upgrade of Water Treatment Plant	2020-2025	\$50,750,000	\$41,615,000	\$9,135,000	12%	\$1,096,200	\$8,038,800	\$8,038,800	\$0
		Miscellaneous Municipal Class EAs	2020	\$225,000	\$0	\$225,000	0%	\$0	\$225,000	\$225,000	\$0
		Water Efficiency Measures	ongoing	\$200,000	\$0	\$200,000	0%	\$0	\$200,000	\$200,000	\$0
<b>TOTAL</b>				<b>\$69,404,400</b>	<b>\$41,615,000</b>	<b>\$27,789,400</b>		<b>\$4,039,700</b>	<b>\$23,749,700</b>	<b>\$17,761,200</b>	<b>\$5,988,500</b>

(1) - Other contributions includes: grants, subsidies and other contributions attributable to new development

**TOWN OF COLLINGWOOD**  
**2019 DEVELOPMENT CHARGES BACKGROUND STUDY**

**ROAD WORKS - PROJECT LIST**  
**SEPTEMBER 2019**  
**FILE NO. 119015**

PROJECT NO.	LOCATION	ROAD CLASSIFICATION	PROJECT LENGTH (m)	INCREASED SERVICE NEEDS ATTRIBUTABLE TO ANTICIPATED DEVELOPMENT	TIMING	GROSS CAPITAL COST ESTIMATE	<sup>(1)</sup> LESS: OTHER CONTRIBUTIONS	NET MUNICIPAL COST	LESS: BENEFIT TO EXISTING DEVELOPMENT % AMOUNT	TOTAL DC ELIGIBLE COSTS	DC IN-PERIOD ELIGIBLE COSTS	POST-PERIOD BENEFIT	
52	Highway 26: Silver Glen Boulevard to Silver Creek Drive	Arterial	570	Widen 2 lane rural to 3 lane rural	2023	\$1,562,800	\$0	\$1,562,800	24%	\$370,400	\$1,192,400	\$1,192,400	\$0
53	Highway 26: Keith Avenue to Silver Creek Drive	Arterial	3,300	Upgrade & widen 3 lane rural to 5 lane urban	2029	\$12,060,600	\$0	\$12,060,600	14%	\$1,641,900	\$10,418,700	\$3,125,600	\$7,293,100
54	Mountain Road: Tenth Line to Osler Bluff Road	Arterial	2,800	Upgrade 2 lane rural to 2 lane rural	2024	\$6,019,100	\$0	\$6,019,100	30%	\$1,782,400	\$4,236,700	\$4,236,700	\$0
55	Sixth Line: Poplar Sideroad to Sandford Fleming Drive	Collector	680	Upgrade 2 lane rural to 2 lane rural	2028	\$1,619,000	\$0	\$1,619,000	21%	\$342,200	\$1,276,800	\$1,276,800	\$0
56	Hurontario Street: Hume Street to Collins Street	Arterial	780	Widen 2 lane urban to 3 lane urban	2022	\$3,088,000	\$0	\$3,088,000	14%	\$444,300	\$2,643,700	\$2,643,700	\$0
57	Collins Street: Ste. Marie Street to Katherine Street	Collector	360	Upgrade 2 lane rural to 2 lane urban	2024	\$1,278,500	\$0	\$1,278,500	14%	\$178,200	\$1,100,300	\$1,100,300	\$0
58	High Street: Third Street to Fifth Street	Arterial	450	Widen 4 lane urban to 5 lane urban	2023	\$2,040,300	\$0	\$2,040,300	30%	\$612,100	\$1,428,200	\$1,428,200	\$0
59	Tenth Line: Sixth Street to Mountain Road	Collector	1,240	Upgrade 2 lane rural to 2 lane urban	2022	\$4,187,400	\$0	\$4,187,400	15%	\$613,600	\$3,573,800	\$3,573,800	\$0
60	High Street: Poplar Sideroad to Tenth Street	Arterial	1,450	Upgrade & widen 2 lane rural to 4 lane urban	2024	\$5,579,800	\$0	\$5,579,800	37%	\$2,066,800	\$3,513,000	\$3,513,000	\$0
61	Third Street: High Street to Birch Street	Collector	865	Upgrade 2 lane rural to 2 lane urban	2028	\$2,993,500	\$0	\$2,993,500	40%	\$1,197,400	\$1,796,100	\$1,796,100	\$0
62	Cameron Street: Hurontario Street to Walnut Street	Collector	830	Upgrade 2 lane rural to 2 lane urban	2025	\$2,799,000	\$0	\$2,799,000	36%	\$1,019,000	\$1,780,000	\$1,780,000	\$0
63	Mountain Road: Cambridge Street to Tenth Line (Phase 1)	Arterial	1,075	Widen 2 lane rural to 3 lane rural, incl. replacement of bridge	2022	\$7,480,000	\$0	\$7,480,000	24%	\$1,809,700	\$5,670,300	\$4,609,000	\$1,061,300
64	Mountain Road: Cambridge Street to Tenth Line (Phase 2)	Arterial	1,075	Upgrade & widen 3 lane rural to 5 lane urban	2030	\$3,617,300	\$0	\$3,617,300	0%	\$0	\$3,617,300	\$1,085,200	\$2,532,100
65	Peel Street: Ontario Street to Bush Street	Collector	930	Upgrade 2 lane rural to 2 lane urban	2026	\$3,072,200	\$0	\$3,072,200	38%	\$1,159,600	\$1,912,600	\$1,912,600	\$0
66	Sixth Street: Tenth Line to High Street	Arterial	1,320	Widen 2 lane rural to 3 lane urban	2030	\$4,761,700	\$0	\$4,761,700	18%	\$846,800	\$3,914,900	\$1,174,500	\$2,740,400
67	Harbour Street Extension: Tenth Line to Georgian Trail	Collector	560	Extend 2 lane rural through unopened R.O.W.	2029	\$1,388,100	\$0	\$1,388,100	0%	\$0	\$1,388,100	\$416,400	\$971,700
68	Sanford Fleming Drive: Sixth Line to Highway 26	Collector	220	Extend 2 lane rural through unopened R.O.W.	2019	\$557,600	\$501,800	\$55,800	0%	\$0	\$55,800	\$55,800	\$0
				Transportation Master Plan Update	2024 + 2029	\$100,000	\$0	\$100,000	0%	\$0	\$100,000	\$100,000	\$0
				Miscellaneous Municipal Class EA's		\$450,000	\$0	\$450,000	0%	\$0	\$450,000	\$450,000	\$0
TOTAL						\$64,654,900	\$501,800	\$64,153,100		\$14,084,400	\$50,068,700	\$35,470,100	\$14,598,600

(1) - Other contributions includes: grants, subsidies and other contributions attributable to new development

**TOWN OF COLLINGWOOD**  
**2019 DEVELOPMENT CHARGES BACKGROUND STUDY**

**INTERSECTION IMPROVEMENTS - PROJECT LIST**  
**SEPTEMBER 2019**  
**FILE NO. 119015**

PROJECT NO.	LOCATION	INCREASED SERVICE NEEDS ATTRIBUTABLE TO ANTICIPATED DEVELOPMENT	TIMING	GROSS CAPITAL COST ESTIMATE	<sup>(1)</sup> LESS: OTHER CONTRIBUTIONS	NET MUNICIPAL COST	LESS: BENEFIT TO EXISTING DEVELOPMENT % AMOUNT	TOTAL DC ELIGIBLE COSTS	DC IN-PERIOD ELIGIBLE COSTS	POST PERIOD BENEFIT
69	Highway 26N and Sandford Fleming Drive / Beachwood Road	Signalization	2019	\$259,000	\$233,100	\$25,900	0%	\$0	\$25,900	\$0
70	Sixth Street and Oak Street	Signalization	2030	\$230,000	\$0	\$230,000	0%	\$0	\$230,000	\$161,000
71	High Street and Home Depot Access	Relocate access to 3rd Street or Cambridge Street (widening)	2023	\$108,000	\$108,000	\$0	0%	\$0	\$0	\$0
72	High Street and First Street (Phase 1)	Additional turning lanes and revise timing	2025	\$431,000	\$0	\$431,000	0%	\$0	\$431,000	\$0
73	Highway 26 and Harbour Street / Balsam Street	Additional turning lanes	2023	\$431,000	\$0	\$431,000	0%	\$0	\$431,000	\$0
74	Mountain Road / First Street Extension / Cambridge Street	Additional turning lanes	2024	\$216,000	\$0	\$216,000	0%	\$0	\$216,000	\$0
75	High Street and Third Street	Signalization, left turn lanes and phases	2023	\$703,000	\$180,000	\$523,000	0%	\$0	\$523,000	\$0
76	High Street and Sixth Street	Additional turning lane	2030	\$108,000	\$0	\$108,000	0%	\$0	\$108,000	\$75,600
77	High Street and First Street (Phase 2)	Additional turning lanes and protected phases	2028	\$288,000	\$0	\$288,000	0%	\$0	\$288,000	\$0
78	Mountain Road and Tenth Line	Double lane roundabout	2023	\$1,149,000	\$0	\$1,149,000	0%	\$0	\$1,149,000	\$0
79	High Street and Campbell Street	Double lane roundabout	2030	\$1,149,000	\$0	\$1,149,000	0%	\$0	\$1,149,000	\$804,300
<b>TOTAL</b>				<b>\$5,072,000</b>	<b>\$521,100</b>	<b>\$4,550,900</b>		<b>\$0</b>	<b>\$4,550,900</b>	<b>\$1,040,900</b>

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TOWN OF COLLINGWOOD  
2019 DEVELOPMENT CHARGES BACKGROUND STUDY

SIDEWALK IMPROVEMENTS - PROJECT LIST  
SEPTEMBER 2019  
FILE NO. 119015

PROJECT NO.	LOCATION	PROJECT LENGTH (m)	INCREASED SERVICE NEEDS ATTRIBUTABLE TO ANTICIPATED DEVELOPMENT	TIMING	GROSS CAPITAL COST ESTIMATE	<sup>(1)</sup> LESS: OTHER CONTRIBUTIONS	NET MUNICIPAL COST	LESS: BENEFIT TO EXISTING DEVELOPMENT % AMOUNT	TOTAL DC ELIGIBLE COSTS	DC IN-PERIOD ELIGIBLE COSTS	POST PERIOD BENEFIT
80	Mountain Road: Tenth Line to Osler Bluff Road	2,200	3 m wide trail on one side	2030	\$550,600	\$0	\$550,600	0% \$0	\$550,600	\$550,600	\$0
81	Collins Street: Ste. Marie Street to Katherine Street	360	1.5 m wide sidewalk on both sides	2028	\$240,500	\$0	\$240,500	25% \$60,100	\$180,400	\$180,400	\$0
82	High Street: Third Street to Fifth Street	435	West: 3 m wide sidewalk; East: 1.5 m wide sidewalk	2023	\$393,300	\$0	\$393,300	25% \$98,300	\$295,000	\$295,000	\$0
83	Tenth Line: Sixth Street to Mountain Road	1,065	3 m wide trail on one side	2022	\$266,400	\$0	\$266,400	0% \$0	\$266,400	\$266,400	\$0
84	High Street: Poplar Sideroad to Tenth Street	1,390	West: 3 m wide sidewalk; East: 1.5 m wide sidewalk	2024	\$1,214,100	\$0	\$1,214,100	0% \$0	\$1,214,100	\$1,214,100	\$0
85	Third Street: Spruce Street to Cedar Street	360	1.5 m wide sidewalk on both sides	2028	\$240,500	\$0	\$240,500	25% \$60,100	\$180,400	\$180,400	\$0
86	Cameron Street: Walnut Street to Hurontario Street	840	1.5 m wide sidewalk on both sides	2025	\$573,700	\$0	\$573,700	25% \$143,400	\$430,300	\$430,300	\$0
87	Mountain Road: Cambridge Street to Tenth Line	1,050	North: 1.5 m wide sidewalk; South: 3 m wide sidewalk	2022	\$911,300	\$0	\$911,300	0% \$0	\$911,300	\$911,300	\$0
88	Peel Street: Ontario Street to Bush Street	900	1.5 m wide sidewalk on both sides	2026	\$612,000	\$0	\$612,000	25% \$153,000	\$459,000	\$459,000	\$0
89	Sixth Street: Tenth Line to High Street	1,295	1.5 m wide sidewalk on both sides	2025	\$818,000	\$0	\$818,000	25% \$204,500	\$613,500	\$613,500	\$0
90	Poplar Sideroad: Hurontario Street to High Street	870	North: 3 m wide trail	2025	\$217,700	\$0	\$217,700	0% \$0	\$217,700	\$217,700	\$0
91	Highway 26: Marine View Drive to Sixth Line	340	North: 1.5 m wide sidewalk; South: 3 m wide sidewalk	2019	\$295,100	\$0	\$295,100	25% \$73,800	\$221,300	\$221,300	\$0
92	Tenth Line: Poplar Sideroad to Sixth Street	1,850	3 m wide trail on one side	2030	\$463,000	\$0	\$463,000	0% \$0	\$463,000	\$463,000	\$0
93	Highway 26: Osler Bluff Road to Silver Glen Boulevard	1,700	3 m wide trail on one side	2030	\$425,500	\$0	\$425,500	0% \$0	\$425,500	\$425,500	\$0
94	Second Street: High Street to Spruce Street	250	1.5 m wide sidewalk on one side	2019	\$78,900	\$0	\$78,900	25% \$19,700	\$59,200	\$59,200	\$0
TOTAL					\$7,300,600	\$0	\$7,300,600	\$812,900	\$6,487,700	\$6,487,700	\$0

(1) - Other contributions includes: grants, subsidies and other contributions attributable to new development