



Development Charges By-law Amendment 2017 Public Transit Services and Road and Related Services

**Planning Committee
May 9, 2017**

Purpose of the Amendment:

- Implement changes to the Development Charges Act enacted by the Province on January 1, 2016 related to Public Transit Services
- Implement the Settlement with the Development Industry to the 2014 Development Charges By-law
- Implement the November 29, 2016 decision of the Ontario Municipal Board with respect to intersections
- Recommend minor policy changes to the Development Charges By-law

Public Transit Services

- On January 1, 2016 the Province enacted amendments to the Development Charges Act with respect to Transit charges.
 - 10% mandatory reduction gone
 - Forward looking as opposed to 10-year historical service

Public Transit Services (continued)

- Background Study prepared that implements Public Transit changes to Development Charges Act.

Highlights include:

- A 39% increase in growth-related costs recoverable from development charges over the 10-year period (2017-2027)
- This increases Public Transit charges in both residential and non-residential categories.
 - A 27% increase for a single family dwelling, from \$6,610 to \$8,397
 - A 16% increase in industrial charges, from \$2.86 to \$3.32 per square foot
 - A 22% increase in non-industrial charges, from \$6.94 to \$8.47 per square foot

Roads and Related Services

- In October 2015 Council approved the Settlement reached with GOHBA and BOMA on their appeals to the 2014 Development Charges By-law. The main elements of the settlement are:
 - 25% reduction in road costs
 - 15% allocation to post period capacity
 - Agreement to undertake an Infrastructure Standards Review
 - No new projects without their consent

Roads and Related Services (continued)

- An Ontario Municipal Board decision in November 2016 related to intersections being eligible for development charges necessitated a review of intersection costs
- Background Study incorporated these elements into the charges. Highlights include:
 - No new projects were added
 - Project costs were reduced which reduced the development charges collected for each road project
 - Intersection costs were increased from \$200K to \$950K and roundabouts were increased to \$2M
 - Road cost savings of \$12.1M identified by Infrastructure Standards Review

Roads and Related Services (continued)

- Charges were reduced in both the residential and non-residential categories as follows:
 - A 15.89% decrease for a single family dwelling Inside the Greenbelt from \$8,739 to \$7,350
 - A 5.32% decrease for single family dwelling Outside the Greenbelt from \$10,755 to \$10,182
 - A 18.61% decrease for a single family dwelling Rural-Serviced from \$8,777 to \$7,143
 - A 11.86 % decrease for Industrial from \$4.13 per square foot to \$3.64 per square foot
 - A 19.93% decrease for Non-Industrial from \$9.73 per square foot to \$7.79 per square foot

Summary

- The changes to the Public Transit charges and the Road and Related Services charges have generally resulted in an increase in the overall residential charges. There is a slight decrease in the Industrial and non-Industrial charges.

Next Steps

- City Council consideration on May 24, 2017
- New charges come into effect on May 25, 2017
- There is no phase-in period
- 40 day appeal period to the Ontario Municipal Board commences after adoption of the Development Charges By-law



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