

Recommended Regional Development Charges

3 Area Specific Residential & Uniform Region Wide Non-Res capped at \$2.70 (Industrial 50%) RDC

Area	Single's & Semi's \$/Unit	Large Apartment \$/Unit	Small Apartment \$/Unit	Other Multiple \$/Unit	Uniform Region-Wide	
					Non - Res \$/sq ft	Industrial \$/sq ft
Area 1						
Inside the Greenbelt						
Roads & Structures	2,321.92	1,502.42	956.08	1,843.87	1.622	0.811
Transitways	1,595.31	1,032.26	656.89	1,266.87	0.506	0.253
Sewer	337.70	218.51	139.05	268.17	0.133	0.066
Water	1,848.43	1,196.04	761.12	1,467.87	0.179	0.090
Police	51.53	33.34	21.22	40.92	0.007	0.003
Child Care	0.00	0.00	0.00	0.00	0.007	0.004
OC Transpo	795.12	514.49	327.40	631.42	0.244	0.122
RDC Study	6.91	4.47	2.85	5.49	0.002	0.001
Total Inside the Greenbelt	6,956.92	4,501.54	2,864.61	5,524.61	2.700	1.350
Area 2						
Outside the Greenbelt - Urban						
Roads & Structures	5,964.25	3,859.22	2,455.87	4,736.31	1.622	0.811
Transitways	2,185.42	1,414.10	899.88	1,735.48	0.506	0.253
Sewer	946.57	612.49	389.77	751.69	0.133	0.066
Water	1,191.73	771.12	490.71	946.37	0.179	0.090
Police	102.41	66.27	42.17	81.33	0.007	0.003
Child Care	162.82	105.36	67.04	129.30	0.007	0.004
OC Transpo	1,097.53	710.17	451.93	871.57	0.244	0.122
RDC Study	6.91	4.47	2.85	5.49	0.002	0.001
Total Outside the Greenbelt - Urban	11,657.65	7,543.18	4,800.21	9,257.54	2.700	1.350
Area 3						
Rural-Serviced						
Roads & Structures	1,814.09	1,173.82	746.98	1,440.60	1.622	0.811
Transitways	0.00	0.00	0.00	0.00	0.000	0.000
Sewer	1,079.73	698.65	444.60	857.43	0.133	0.066
Water	0.00	0.00	0.00	0.00	0.179	0.090
Police	76.90	49.76	31.66	61.07	0.007	0.003
Child Care	0.00	0.00	0.00	0.00	0.000	0.000
OC Transpo	0.00	0.00	0.00	0.00	0.000	0.000
RDC Study	6.91	4.47	2.85	5.49	0.002	0.001
Total Rural Serviced	2,977.63	1,926.70	1,226.08	2,364.59	1.944	0.972
Area 3						
Rural-Unserviced						
Roads	1,814.09	1,173.82	746.98	1,440.60	1.622	0.811
Transitways	0.00	0.00	0.00	0.00	0.000	0.000
Sewer	0.00	0.00	0.00	0.00	0.000	0.000
Water	0.00	0.00	0.00	0.00	0.000	0.000
Police	76.90	49.76	31.66	61.07	0.007	0.003
Child Care	0.00	0.00	0.00	0.00	0.000	0.000
OC Transpo	0.00	0.00	0.00	0.00	0.000	0.000
RDC Study	6.91	4.47	2.85	5.49	0.002	0.001
Total Rural Unserved	1,897.90	1,228.05	781.49	1,507.15	1.632	0.816

Table 1
1998 Residential Development Charges by Component
Per Fully Serviced Single Detached Dwelling Unit
For Regional Municipalities
As of May 1999

Components	Maximum Regional Development Charges by Component									
	1 Ottawa- Carleton	2 Durham	3 York	4 Halton	5 Hamilton- Wentworth	6 Peel	7 Waterloo	8 Haldimand- Norfolk	9 Sudbury	10 Niagara
Transportation	3,317	1,273	3,064	1,185	2,169	1,582	551	-	966	78
Hospitals	288	-	-	225	85	558	301	-	-	-
Solid Waste	189	208	-	256	81	537	105	-	-	-
Transit	584	-	428	-	0-98	-	-	-	-	-
Water	1,712	3,552	2,890	1,807-1936	1,030	1,024	2,377	1,646	1,254	884
Sanitary Sewer	911	2,113	2,443	1,006-1957	986	979	935	2,727	1,419	1,029
Storm Sewer	-	-	-	-	0-573	-	29	-	-	-
Administrative	-	96	24	221	45	96	162	-	35	-
Health	-	-	86	-	-	-	-	-	-	-
Police	-	66	150	184	179	248	130	-	119	-
Public Works	-	-	35	-	-	46	60	-	42	-
Total	7,000	7,308	9,120	4,884-5,964	4,576-5,255	5,070	4,650	4,373	3,835	1,990

Table 2
1998 Non-Residential Development Charges by Component
Per Fully Serviced Square Foot of Gross Floor Area (GFA)
For Regional Municipalities
As of May 1999

Components	Maximum Regional Development Charges by Component									
	1 Ottawa- Carleton	2 Durham	3 York	4 Halton	5 Hamilton- Wentworth	6 Peel	7 Waterloo	8 Haldimand- Norfolk	9 Sudbury	10 Niagara
Transportation	0.35-0.69	-	0.59-1.32	0.822	1.08	0.56	0.31	-	-	-
Hospitals	0.00-0.01	-	-	-	0.06	-	0.01	-	-	-
Solid Waste	0.02-0.04	-	-	-	0.06	-	0.10	-	-	-
Transit	0.05-0.11	-	0.08-0.19	-	0.00-0.05	-	-	-	-	-
Water	0.15-0.30	-	0.30-0.50	1.031	0.49	0.32	1.07	-	-	-
Sanitary Sewer	0.08-0.16	-	0.24-0.41	0.43	0.63	0.34	0.40	-	-	-
Storm Sewer	-	-	-	-	0.00-0.18	-	-	-	-	-
Administrative	-	-	0.01	-	0.05	0.03	0.03	-	-	-
Health	-	-	0.00	-	-	-	-	-	-	-
Police	-	-	0.05-0.06	-	0.10	0.08	0.03	-	-	-
Public Works	-	-	0.01-0.02	-	-	0.02	0.03	-	-	-
Total	0.65-1.30	N/C	1.29-2.50	2.28	2.49-2.71	1.34	1.98	N/C	N/C	N/C

Table 3
 Comparison of 1999 Uniform¹ and DCA 1997 Proposed Residential Development Charges
 Per Fully Serviced Single Detached Dwelling Unit
 For Selected Ottawa-Carleton, Niagara and GTA Municipalities
 (as of May 17, 1999)

	MUNICIPALITY	MARCH 1/99 TOTAL \$	DCA 1997 PROPOSED \$	DCA 1997 BYLAW STATUS
1.0	Ottawa-Carleton Region	7,000	2,978 - 6,957 - 11,658	Rates proposed for rural serviced, urban inside greenbelt and urban outside greenbelt respectively
1.1	Gloucester	2,543 - 4,636	n/a	June 14th Public Meeting
1.2	Goulbourn	3,745 - 5,888	5,218 - 7,793	By-law Passed May 4, 1999 (Stittsville and Richmond Rates)
1.3	Nepean	5,268	n/a	No dates at this time
1.4	West Carleton	1,500	1,980	April 1999 Background Study
2.0	Halton Region	4,982	6,210	June 1st Public Meeting
2.1	Burlington	8,473	4,300	April 1999 Background Study
2.2	Milton	6,580	5,240	April 1999 Background Study
2.3	Oakville	8,185	6,939	June 15th Public Meeting
3.0	Toronto ²	0 - 4,659	4,795	April 19, 1999 Background Study
4.0	Peel Region	5,070	n/a	Study in Progress
4.1	Brampton	9,142	n/a	No dates at this time
4.2	Mississauga ²	7,739	n/a	July 13th Public Meeting
5.0	Durham Region	7,308	n/a	June 16th Public Meeting
5.1	Oshawa	4,559	n/a	July 5th Public Meeting
5.2	Whitby	5,431	n/a	No dates at this time
6.0	York Region	9,120	9,120	By-law passed June 25, 1998
6.1	Markham	7,824	n/a	August 10th Public Meeting
6.2	Richmond Hill	7,896	n/a	June 28th Public Meeting
6.3	Vaughan	8,442 - 10,196	7,955	February 1999 Background Study
7.0	Niagara Region	1,990	3,514	May Background Study
7.1	Niagara Falls	3,549	5,403 - 5,420	May 11 Background Study

¹ Figures represent uniform municipal charges. In some municipalities, there are additional area-specific development charges in defined areas.

² Storm water management component of the existing charge is calculated on another basis than is shown (eg. per acre/hectare charge) and has been converted to a hypothetical per unit charge for use in this table.

n/a Not available

Table 4
Comparison of 1999 Uniform¹ and DCA 1997 Calculated Non-Residential Development Charges
Per Fully Serviced Square Foot of GFA for Commercial/Institutional Buildings
For Selected Ottawa-Carleton, Niagara and GTA Municipalities
(as of May 17, 1999)

RANK	MUNICIPALITY	MARCH 1/99 TOTAL \$/sq.ft.	DCA 1997 PROPOSED \$/sq.ft.	DCA 1997 BYLAW STATUS
1.0	Ottawa-Carleton Region	1.30	2.70	March 22nd Background Study (Proposed Rate)
1.1	Gloucester ²	1.59 - 2.52	n/a	June 14th Public Meeting
1.2	Goulbourn	0.65 - 0.96	0.65 - 0.96	By-law Passed May 4, 1999
1.3	Nepean ²	2.83	n/a	No dates at this time
1.4	West Carleton	n/c	0.45	April 1999 Background Study (calculated rate)
2.0	Halton Region	2.28	2.39	June 1st Public Meeting (proposed rate). Calculated rate \$4.78
2.1	Burlington	2.53	1.69	April 1999 Background Study (calculated rate)
2.2	Milton	1.47	1.93	April 1999 Background Study (calculated rate)
2.3	Oakville	2.90	2.46	June 15th Public Meeting (proposed rate). Calculated rate \$4.44
3.0	Toronto ³	0.00 - 1.79	3.24	April 19, 1999 Background Study (calculated rate)
4.0	Peel Region	1.34	n/a	Study in Progress
4.1	Brampton ²	2.29	n/a	No dates at this time
4.2	Mississauga ³	2.39	n/a	July 13th Public Meeting
5.0	Durham Region	n/c	n/a	June 16th Public Meeting
5.1	Oshawa	n/c	n/a	July 5th Public Meeting
5.2	Whitby	n/c	n/a	No dates at this time
6.0	York Region	1.29 - 2.50	1.29 - 2.50	By-law passed June 25, 1998
6.1	Markham*	2.12	n/a	August 10th Public Meeting
6.2	Richmond Hill	1.14	n/a	June 28th Public Meeting
6.3	Vaughan	1.51	1.89	February 1999 Background Study (calculated rate)
7.0	Niagara Region	n/c	8.24	May Background Study (calculated rate)
7.1	Niagara Falls	1.24	1.19 - 3.00	May 11 Background Study (calculated rate)

¹ Figures represent uniform municipal charges, including those applicable to non-exempt institutional development. In some municipalities, there are additional area-specific development charges in defined areas.

² The hydro component of the existing charge is calculated on another basis than is shown (eg. for electrical on a service size basis) and has been converted to a hypothetical per square foot of gross floor area for use in this table.

³ The storm water management component of the existing charge is calculated on another basis than is shown (eg. per acre/hectare charge) and has been converted to a hypothetical per square foot of gross floor area for use in this table.

* The "hard services" component of the existing charge is calculated on another basis than is shown (eg. per acre/hectare charge) and has been converted to a hypothetical per square foot of gross floor area for use in this table.

n/a Not available

n/c No charge

Table 5
Comparison of 1999 Uniform¹ and DCA 1997 Calculated Non-Residential Development Charges
Per Fully Serviced Square Foot of GFA for Industrial Buildings
For Selected Ottawa-Carleton and GTA Municipalities
(as of May 17, 1999)

	MUNICIPALITY	MARCH 1/99 TOTAL \$/sq. ft.	DCA 1997 PROPOSED \$/sq. ft.	DCA 1997 BYLAW STATUS
1.0	Ottawa-Carleton Region	0.65	2.70	March 22nd Background Study (Proposed Rate)
1.1	Gloucester ²	1.59 - 2.52	n/a	June 14th Public Meeting
1.2	Goulbourn	0.65 - 0.96	0.65 - 0.96	By-law Passed May 4, 1999
1.3	Nepean ²	2.83	n/a	No dates at this time
1.4	West Carleton	n/c	0.23	April 1999 Background Study (calculated rate)
2.0	Halton Region	2.28	2.39	June 1st Public Meeting (proposed rate). Calculated rate \$4.78
2.1	Burlington	2.53	1.69	April 1999 Background Study (calculated rate)
2.2	Milton	1.47	1.93	April 1999 Background Study (calculated rate)
2.3	Oakville	1.93	2.46	June 15th Public Meeting (proposed rate). Calculated rate \$4.44
3.0	Toronto ³	0.00 - 1.79	3.24	April 19, 1999 Background Study (calculated rate)
4.0	Peel Region	1.34	n/a	Study in Progress
4.1	Brampton ²	2.29	n/a	No dates at this time
4.2	Mississauga ³	2.39	n/a	July 13th Public Meeting
5.0	Durham Region	n/c	n/a	June 16th Public Meeting
5.1	Oshawa	n/c	n/a	July 5th Public Meeting
5.2	Whitby	n/c	n/a	No dates at this time
6.0	York Region	1.29	1.29	By-law passed June 25, 1998
6.1	Markham ³	2.12	n/a	August 10th Public Meeting
6.2	Richmond Hill	1.14	n/a	June 28th Public Meeting
6.3	Vaughan	1.51	1.89	February 1999 Background Study (calculated rate)
7.0	Niagara Region	n/c	8.24	May Background Study (calculated rate)
7.1	Niagara Falls	n/c	0.20	May 11 Background Study (\$7,480/ha charge for industrial area only)

¹ Figures represent uniform municipal charges, including those applicable to non-exempt institutional development. In some municipalities, there are additional area-specific development charges in defined areas.

² The hydro component of the existing charge is calculated on another basis than is shown (eg. for electrical on a service size basis) and has been converted to a hypothetical per square foot of gross floor area for use in this table.

³ The storm water management component of the existing charge is calculated on another basis than is shown (eg. per acre/hectare charge) and has been converted to a hypothetical per square foot of gross floor area for use in this table.

* The "hard services" component of the existing charge is calculated on another basis than is shown (eg. per acre/hectare charge) and has been converted to a hypothetical per square foot of gross floor area for use in this table.

n/a Not applicable

n/c No charge

Table 6
1999 Residential Development Charges
Per Fully Serviced Single Detached Dwelling Unit
for Selected OMATOC Municipalities
(as of May 17, 1999)

RANK	MUNICIPALITY	UPPER TIER	LOWER TIER			MAY 17/99 TOTAL
			MUNICIPAL	ELECTRICAL	SUB-TOTAL	
		\$	\$	\$	\$	\$
1	Carleton Place ¹	n/c	4,182-4,563	n/c	4,182-4,563	4,182-4,563
2	Mississippi Mills ²	n/c	2,250-3,200	n/c	2,250-3,200	2,250-3,200
3	Beckwith	n/c	2,500	n/c	2,500	2,500
4	Merrickville-Wolford	n/c	1,800	n/c	1,800	1,800
5	Arnprior ³	n/c	n/c	n/c	0	0
6	Smith Falls*	n/a	n/c	n/c	0	0

¹ \$4,182/sdu applies to the majority of Town, with two small developments requiring additional servicing the rate is \$4,563/sdu.

² Range attributable to Jan. 1/99 amalgamation of Almonte (\$3,200/sdu), Ramsay (\$2,800/sdu) and Pakenham (\$2,250/sdu).

³ Moratorium in place for residential and non-residential development effective August 14, 1995.

* Bylaw No. 5886-92 repealed.

n/a Not applicable

n/c No charge

Rank Based on mid-point of range, where applicable.

Table 7
 1999 Non-Residential Development Charges
 Per Fully Serviced Square Foot of GFA for Non-Residential Buildings
for Selected OMATOC Municipalities
 (as of May 17, 1999)

RANK	MUNICIPALITY	UPPER TIER	LOWER TIER			MAY 17/99
			MUNICIPAL	ELECTRICAL	SUB-TOTAL	TOTAL
		\$/sq.ft.	\$/sq.ft.	\$/sq.ft.	\$/sq.ft.	\$/sq.ft.
1	Mississippi Mills ¹	n/c	0.00-0.50	n/c	0.00-0.50	0.00-0.50
2	Arnprior ²	n/c	n/c	n/c	0.00	0.00
3	Beckwith	n/c	n/c	n/c	0.00	0.00
4	Carleton Place	n/c	n/c	n/c	0.00	0.00
5	Merrickville-Wolford	n/c	n/c	n/c	0.00	0.00
6	Smith Falls ³	n/a	n/c	n/c	0.00	0.00

¹ \$0.50/sq.ft. only applicable in Pakenham jurisdiction.

² Moratorium in place for residential and non-residential development effective August 14, 1995.

³ Bylaw No. 5886-92 repealed.

n/a Not applicable

n/c No charge

Rank Based on mid-point of range, where applicable.

REGION OF OTTAWA-
CARLETON

MEMORANDUM

RÉGION D'OTTAWA-
CARLETON

NOTE DE SERVICE

Our File/N/Réf.
Your File/V/Réf.

DATE 21 April 1999

TO/DEST. Regional Chair and Councillors

FROM/EXP. Kent Kirkpatrick, Deputy Treasurer

SUBJECT/OBJET RDCs: Response to OCHBA letter dated April 5, 1999

Regional staff have reviewed the major issues raised in the OCHBA letter dated April 6, 1999 (received as its input to the April 6, 1999 RDC public meeting) and provide the following information in a question and answer format for purposes of clarification.

Q1: Why is 100% of the cost of new roads charged to growth? (O.C.H.B.A. issue #2).

Development charges may be imposed "to pay for increased Capital costs required because of increased needs for services arising from development " (Section 2(1) Development Charges Act.)

If new development were to stop today there would be no need to supply any additional capacity to the Regional Road System, either by widening existing Regional Roads or constructing entirely new ones. In the absence of growth, even modest success in increasing the trip share of the "green modes" (walking, cycling, transit), which is a keystone of Council Transportation Strategy, would gradually improve the quality of service on the existing road system.

It is the imposition of the demands attributable entirely to growth that creates the "increased needs" for transportation infrastructure in the form of widenings and new links and the resultant cost is therefore fully (i.e. 100%) attributable to growth.

Q2: Isn't the allocation of 58% of bus and facility cost to new growth excessive? (issue #2).

The first point is that only the cost of buses required to service riders generated from new growth is included in the quantum of RDC related costs. Not included are the costs of vehicle replacements to the fleet in existence today or the costs of future fleet requirements caused by modal change from auto to transit. Bus requirements to serve growth caused by new development alone account for only 21% of the future fleet requirements.

The cost of transit related infrastructure is apportioned on the basis of the future growth in ridership - the purpose for which transit related infrastructure is being put in place.

The principal reasons for increasing the transit ridership in the future is to reduce negative environmental impacts and to reduce the cost of the investment that would be required for new road system capacity. i.e. a more affordable transportation system.

The increase in future transit ridership that is catered to by infrastructure and vehicular investment comes from 2 sources:

- (a) Increased ridership from the existing population base - the result of the transit modal share growing from 15.2% (1995) to 20% (2021).
- (b) Ridership resulting from the achievement of a 20% transit share of the new trips from new development.

(a) alone accounts for 8,300 additional riders over the period 1999 - 2021, out of a total of 19,650 - i.e. 42%.

(b) above accounts for 11,350 riders i.e. 58% of the 19,650 total new riders.

Q3: Don't the new buses with their new features such as lower floors, air conditioning, bicycle racks etc. and their much higher costs imply a greatly increased level of service? (issue #2).

Level of service is quantified by a measure which represents the delivery of service on the ground to the population of the Urban Transit Area i.e. Bus Kilometers per Capita, "Regional Development Charge Background Study March 22, 1999" (Page D-4).

As can be seen from the data presented, the average amount of "Bus Kms per Capita" over the past 10 years (1989-1998) was 79.5 while the projected average "Bus Kms per Capita" over the future 10 year period (1999-2000) will be 74.5. i.e. a reduction in level of service.

The suggestion that such items as low floors, bicycle racks, PA system etc., represents a "much higher" level of service is without substance. For example, low floors are mandatory in Ontario, so there are no alternatives.

Q4: Why is the level of funding from RDC's in the 1999 Draft Capital Estimates and 10 Year Capital Forecast different than the RDC Recoverable Costs for infrastructure projects listed in the Regional Development Charge Background Study March 22, 1999? (issue #2).

The level of development charge funding in the 1999 Draft Capital Estimates and 10 Year Capital Forecast is based on the development charges by-law currently in effect supported by the 1991 and, updated by, the 1994 development charge studies. The Regional Development Charge Background Study dated March 22, 1999 is based on the new Development Charges Act 1997, and the new Regional Official Plan (ROP) (July 1997) growth forecasts. For this reason the development charge funding in the two documents is different.

Q5: How will the Region assure the OCHBA that the \$1 billion reduction in the non-residential revenue will not ultimately be rolled into future calculations to be recovered in future development charge reviews? (issue #3).

The Development Charges Act 1997 sec 5(6)3 prohibits a lower development charge for a type of development to be made up through higher development charges for another type of development. An adjustment was made in the calculation of the charges to address the previous subsidy to the non-residential sector for roads and transit. This situation does not exist for water and sewer because the costs related to development that has occurred prior to 1999 have already been adjusted in the infrastructure sheets. All other services have no prior to 1999 projects included. In future studies, this same adjustment will be made to ensure no cross subsidization of classes.

Q6: How will the Region ensure that funds will be available to proceed with projects crucial to the economic growth of the Region and urgently required to encourage new home construction? (issue #4).

The Development Charge Background Study spans a period of 23 years. Many changes have come to pass over the last few years. Changes such as Local Services Realignment, the KPMG - IBI report on OC Transpo, and the Transportation User Pay report will necessitate a strategy to provide the infrastructure required to service both growth and existing needs. The strategy for dealing with the implementation and funding of the 23 year vision of the Official Plan is an issue that is broader in scope than the context of RDC Policy for the next five years will allow. In short, it is not an RDC issue. As the Policy Report indicates, the RDC study must connect with the land use and future development plans stated in the ROP.

Other issues raised by OCHBA

OCHBA's issue #1 dealt with its preference for a Uniform Region-wide charge over the recommended three Area-Specific Charges. The rationale for the Regional position is well described in the Policy Report and needs no additional clarification here.

OCHBA's issue #5 outlines its suggestion that the rate for semi-detached units should be less than that for single homes to encourage construction of semis. However, they concur with the Regional position that there is little justification for a lower rate from a mathematical and statistical perspective.

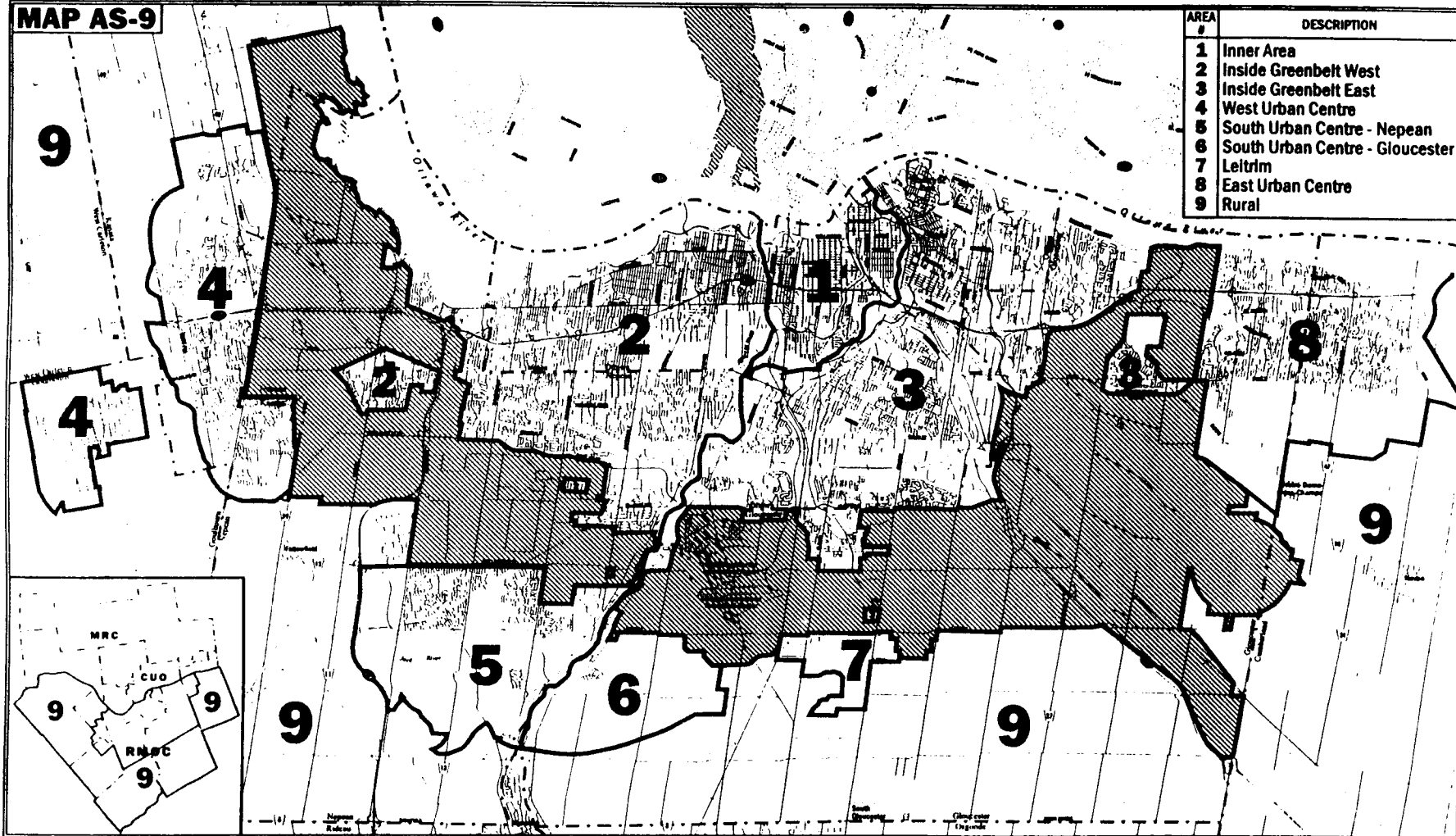
*Original signed by:
Kent Kirkpatrick*

c.c. J.C. LeBelle, N. Tunnacliffe, P. Sweet, T. Marc, T. Fedec, S. Hall, D. Atkins

da/ec.

MAP AS-9

AREA #	DESCRIPTION
1	Inner Area
2	Inside Greenbelt West
3	Inside Greenbelt East
4	West Urban Centre
5	South Urban Centre - Nepean
6	South Urban Centre - Gloucester
7	Leitrim
8	East Urban Centre
9	Rural



**AREA SPECIFIC DEVELOPMENT CHARGES
NINE AREA CHARGE**

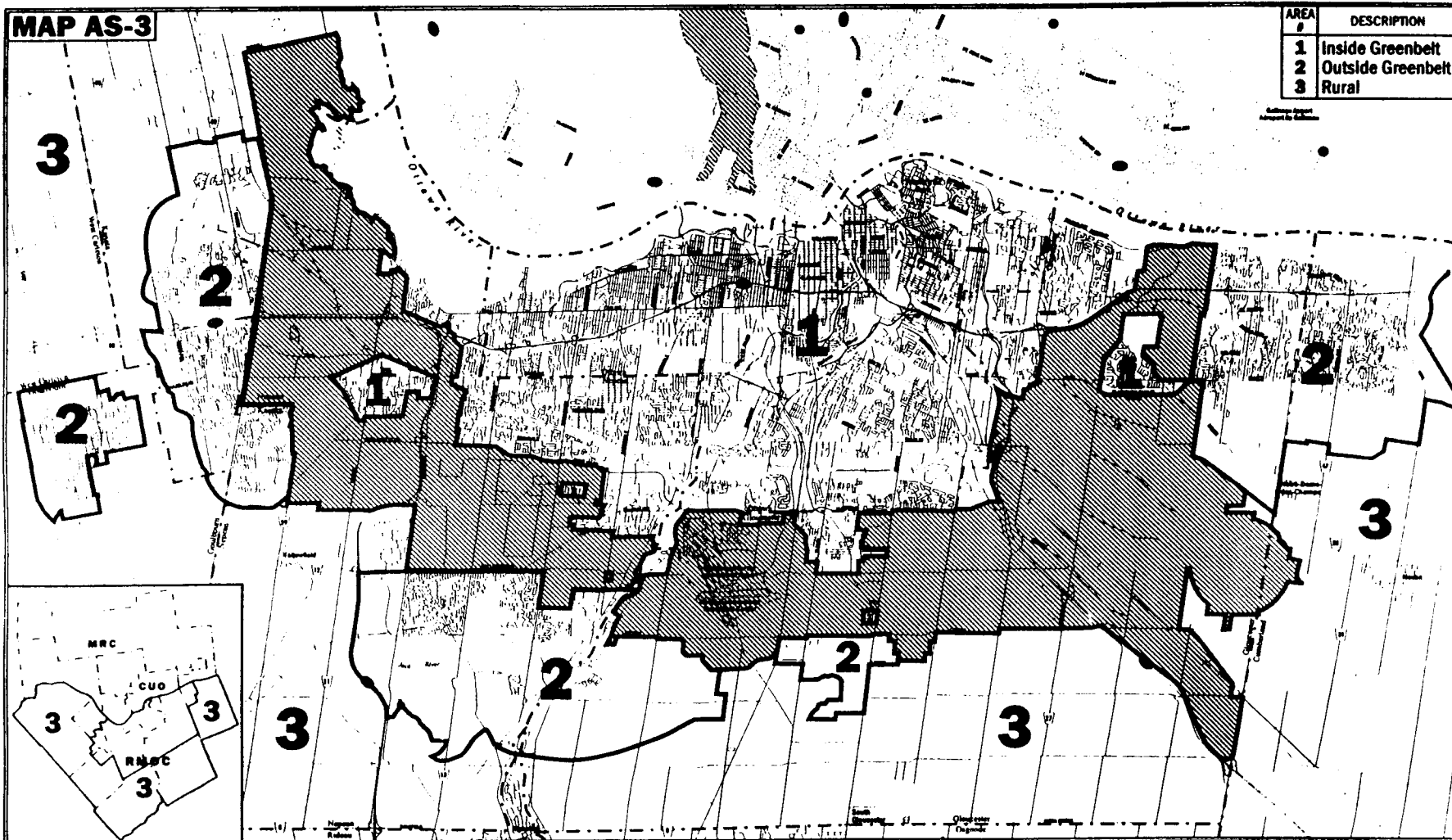
Prepared by:
GEOGRAPHIC SERVICES, PLANNING & DEVELOPMENT APPROVALS DEPARTMENT
REGION OF OTTAWA-CARLETON, MARCH 1999

Ottawa Carleton



MAP AS-3

AREA #	DESCRIPTION
1	Inside Greenbelt
2	Outside Greenbelt
3	Rural



**AREA SPECIFIC DEVELOPMENT CHARGES
THREE AREA CHARGE**

Prepared by:
GEOGRAPHIC SERVICES, PLANNING & DEVELOPMENT APPROVALS DEPARTMENT
CITY OF OTTAWA-CARLETON, MARCH, 1991

Ottawa Carleton

