

**CITY OF BARRIE**

**DEVELOPMENT CHARGE  
BACKGROUND STUDY**

June 6, 2014



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 Planning for growth



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## **EXECUTIVE SUMMARY**





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## EXECUTIVE SUMMARY

1. The report provided herein represents the Development Charge Background Study for the City of Barrie required by the *Development Charges Act* (DCA). This report has been prepared in accordance with the methodology required under the DCA. The contents include the following:
  - Chapter 1 – Overview of the legislative requirements of the Act;
  - Chapter 2 – Review of present DC policies of the City;
  - Chapter 3 – Summary of the residential and non-residential growth forecasts for the City;
  - Chapter 4 – Approach to calculating the development charge;
  - Chapter 5 – Review of historic service standards and identification of future capital requirements to service growth and related deductions and allocations;
  - Chapter 6 – Calculation of the development charges;
  - Chapter 7 – Development charge policy recommendations and rules; and
  - Chapter 8 – By-law implementation.
  
2. Development charges provide for the recovery of growth-related capital expenditures from new development. The *Development Charges Act* is the statutory basis to recover these charges. The methodology is detailed in Chapter 4; a simplified summary is provided below:
  - 1) Identify amount, type and location of growth;
  - 2) Identify servicing needs to accommodate growth;
  - 3) Identify capital costs to provide services to meet the needs;
  - 4) Deduct:
    - Grants, subsidies and other contributions;
    - Benefit to existing development;
    - Statutory 10% deduction (soft services);
    - Amounts in excess of 10-year historic service calculation;
    - DC reserve funds (where applicable);
  - 5) Net costs are then allocated between residential and non-residential benefit; and
  - 6) Net costs divided by growth to provide the DC charge.
  
3. The growth forecast (Chapter 3) on which the City-wide development charge is based, projects the following population, housing and non-residential floor area for the 10-year (2014-2023), 18-year (2014-2031) and buildout of Salem and Hewitt's Secondary Plans (2014-Build out) periods.

Measure	10 Year 2014-2023	18 Year 2014-2031	18 Year 2014-2031 Former City Municipal Boundary Areas	Build out 2014-Build Out Salem & Hewitt's Secondary Plan Areas
(Net) Population Increase	36,700	63,900	24,616	44,672
Residential Unit Increase	17,105	33,158	17,331	18,227
Non-Residential Gross Floor Area Increase (ft <sup>2</sup> )	11,255,200	17,889,300	11,612,000	12,313,000

Source: Watson & Associates Economists Ltd. Forecast 2014

4. On February 11, 2013, the City of Barrie passed By-law 2013-032 under the *Development Charges Act, 1997*. The by-law imposes development charges on residential and non-residential uses. By-law 2013-032 will expire in February 2018 unless repealed prior to that time. At the time the 2013 by-law was passed, the City was still in the process of undertaking the planning process required to allow for the extension of growth into the new boundaries through the Salem and Hewitt's Secondary Plans and related engineering and financial studies. The City anticipated updating the DC by-law once the Secondary Planning process, including the fiscal impact analysis, was substantially complete. At this time, the planning and financial processes are at a point which requires that the development charge public process be undertaken and the City anticipates passing a new by-law in 2014. The mandatory public meeting has been set for June 23, 2014 with adoption of the by-law subsequently.
5. The City's development charges currently in effect are \$30,788 for single detached dwelling units for full services. Non-residential retail charges are \$16.81 per square foot for full services and the non-residential non-retail charges are \$13.65 per square foot for full services. Currently there is also a reduced charge for industrial development of \$11.11 per square foot. This report has undertaken a recalculation of the charge based on future identified needs (presented in Table ES-1 for residential and non-residential). Charges have been provided on a City-wide basis for all services except stormwater, water linear and wastewater linear services which have been provided on an Area Specific Basis. The corresponding single-detached unit charges and blended non-residential charges are:

	Single Detached (\$)
<b>Municipal Wide</b>	<b>36,681</b>
Area Specific - Former City Municipal Boundary Areas	4,178
<b>Total Former City Municipal Boundary Areas</b>	<b>40,859</b>
Area Specific - Salem & Hewitt's Secondary Plan Areas	4,833
<b>Total Salem &amp; Hewitt's Secondary Plan Areas</b>	<b>41,514</b>

It is noted that the current DC by-law 2013-032 differentiates the non-residential charges by retail and other non-residential charges. The calculated non-residential rates for retail and other non-residential charges are as follows:

	<b>Retail (per ft<sup>2</sup> of Gross Floor Area) (\$)</b>	<b>Non-Retail (per ft<sup>2</sup> of Gross Floor Area) (\$)</b>
<b>Municipal Wide</b>	<b>26.11</b>	<b>17.25</b>
Area Specific - Former City Municipal Boundary Areas	1.30	1.56
<b>Total Former City Municipal Boundary Areas</b>	<b>27.41</b>	<b>18.81</b>
Area Specific - Salem & Hewitt's Secondary Plan Areas	2.82	1.74
<b>Total Salem &amp; Hewitt's Secondary Plan Areas</b>	<b>28.93</b>	<b>18.99</b>

These rates are submitted to Council for its consideration.

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

Total gross expenditures planned over the next five years	\$ 648,348,303
Less:	
Benefit to existing development	\$ 186,896,190
Post planning period benefit	\$ 33,630,034
Ineligible re: Level of Service	\$ 6,858,724
Mandatory 10% deduction for certain services	\$ 7,155,991
Grants, subsidies and other contributions	\$ 44,655,948
<b>Net Costs to be recovered from development charges</b>	<b>\$ 369,151,416</b>

Of the total, \$33.6 million is growth-related but outside of the forecast period. As well, \$279.2 million (or an annual amount of \$55.84 million) will need to be contributed from taxes and rates, grants, subsidies or other sources.

Based on the previous table, the City plans to spend \$648.35 million over the next five years, of which \$369.151 million (57%) is recoverable from development charges. Of this net amount, \$263.41 million is recoverable from residential development and \$105.74 million from non-residential development. It is noted also that any exemptions or reductions in the charges would reduce this recovery further.

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

The following services are calculated on an Area Specific Basis:

- Salem & Hewitt's Secondary Plan Areas:
  - Water Services – Distribution Systems; and
  - Wastewater Services – Collection Systems.
- Former City Municipal Boundary Areas:
  - Water Services – Distribution Systems;
  - Wastewater Services – Collection Systems; and
  - Stormwater Drainage and Control Services.

The following services are calculated based on an 18-year forecast:

- Water Services - Facilities
- Water Services - Facilities Related Debt
- Wastewater Services - Facilities
- Wastewater Services - Facilities Related Debt
- Roads
- Roads Related; and
- Protection Services.

All other services are calculated based on a 10-year forecast. These include:

- Transit;
- Parks and Recreation;
- Parking;
- Library Services;
- Administration;
- Paramedics; and
- Social Housing.

Council will consider the findings and recommendations provided in the report and, in conjunction with public input, approve such policies and rates it deems appropriate. These directions will refine the draft DC by-law which is appended in Appendix I. These decisions may include:

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

TABLE ES-1  
SCHEDULE OF DEVELOPMENT CHARGES

Service	RESIDENTIAL				NON-RESIDENTIAL		
	Single and Semi-Detached Dwelling	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Other Multiples	Blended Charge (per ft <sup>2</sup> of Gross Floor Area)	Retail (per ft <sup>2</sup> of Gross Floor Area)	Non-Retail (per ft <sup>2</sup> of Gross Floor Area)
<b>Municipal Wide Services:</b>							
Roads	16,185	9,980	7,136	12,100	11.59	15.81	10.45
Roads Related	534	329	235	399	0.38	0.52	0.34
Protection	626	386	276	468	0.31	0.42	0.28
Transit	514	317	227	384	0.25	0.33	0.21
Parking	221	136	97	165	0.11	0.14	0.09
Parks and Recreation	5,357	3,303	2,362	4,005	0.33	0.46	0.30
Library Services	479	295	211	358	0.03	0.04	0.03
Administration	366	226	161	274	0.17	0.24	0.16
Paramedics	69	43	30	52	0.03	0.05	0.03
Social Housing	187	115	82	140	0.00	0.00	0.00
Wastewater Services - Facilities	1,288	794	568	963	0.62	0.86	0.56
Wastewater Services - Facilities Related Debt	3,780	2,331	1,667	2,826	1.85	2.52	1.67
Water Services - Facilities	573	353	253	428	0.28	0.38	0.25
Water Services - Facilities Related Debt	6,502	4,009	2,867	4,861	3.18	4.34	2.87
<b>Total Municipal Wide Services</b>	<b>36,681</b>	<b>22,617</b>	<b>16,172</b>	<b>27,423</b>	<b>19.13</b>	<b>26.11</b>	<b>17.25</b>
<b>Area Specific Services</b>							
<b>Former City Municipal Boundary Areas:</b>							
Stormwater Drainage and Control Services	3,510	2,164	1,548	2,624	1.34	1.00	1.20
Wastewater Services - Collection Systems	1	1	-	1	0.00	0.00	0.00
Water Services - Distribution Systems	667	411	294	499	0.40	0.30	0.36
<b>Total Area Specific Services Former City Municipal Boundary Areas</b>	<b>4,178</b>	<b>2,576</b>	<b>1,842</b>	<b>3,124</b>	<b>1.74</b>	<b>1.30</b>	<b>1.56</b>
<b>Total Services - Former City Municipal Boundary Areas</b>	<b>40,859</b>	<b>25,193</b>	<b>18,014</b>	<b>30,547</b>	<b>20.87</b>	<b>27.41</b>	<b>18.81</b>
<b>Salem &amp; Hewitt's Secondary Plan Areas:</b>							
Wastewater Services - Collection Systems	2,373	1,463	1,046	1,774	1.01	1.52	0.94
Water Services - Distribution Systems	2,460	1,517	1,085	1,839	0.87	1.30	0.80
<b>Total Area Specific Services - Salem &amp; Hewitt's Secondary Plan Areas</b>	<b>4,833</b>	<b>2,980</b>	<b>2,131</b>	<b>3,613</b>	<b>1.88</b>	<b>2.82</b>	<b>1.74</b>
<b>Total Services - Salem &amp; Hewitt's Secondary Plan Areas</b>	<b>41,514</b>	<b>25,597</b>	<b>18,303</b>	<b>31,036</b>	<b>21.01</b>	<b>28.93</b>	<b>18.99</b>



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# 1. INTRODUCTION





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# 1. INTRODUCTION

## 1.1 Purpose of this Document

This background study has been prepared pursuant to the requirements of the *Development Charges Act, 1997* (s.10) and, accordingly, recommends new development charges and policies for the City of Barrie.

The City retained Watson & Associates Economists Ltd. (Watson), to undertake the development charges (DC) study process throughout 2014. Watson worked with City staff as well as engineering consultants (AMEC Environment & Infrastructure (AMEC) and WSP Canada, formerly Genivar Inc. (WSP)), through the Salem & Hewitt's Secondary Plan process which provided the inputs required for preparing the DC analysis and policy recommendations.

This development charge background study, containing the proposed development charge by-law, will be distributed to members of the public in order to provide interested parties with sufficient background information on the legislation, the study's recommendations and an outline of the basis for these recommendations.

This report has been prepared, in the first instance, to meet the statutory requirements applicable to the City's development charge background study, as summarized in Chapter 4. It also addresses the requirement for "rules" (contained in Chapter 7) and the proposed by-law to be made available as part of the approval process (included as Appendix I).

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

Finally, it addresses post-adoption implementation requirements (Chapter 8) which are critical to the successful application of the new policy.

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

## 1.2 Summary of the Process

The public meeting required under Section 12 of the *Development Charges Act, 1997*, has been scheduled for June 23, 2014. Its purpose is to present the study to the public and to solicit

public input. The meeting is also being held to answer any questions regarding the study's purpose, methodology and the proposed modifications to the City's development charges. In accordance with the legislation, the background study and proposed DC by-law will be available for public review on June 6, 2014.

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

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

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

**FIGURE 1-1  
SCHEDULE OF KEY DEVELOPMENT CHARGE PROCESS DATES  
FOR THE CITY OF BARRIE**

1. Data collection, staff review, engineering work, DC calculations and policy work	February – May 2014
2. Stakeholder meeting	June 2, 2014
3. Initial public meeting advertisement placed in newspaper(s)	May 29, 2014
4. Additional public meeting advertisements placed in newspaper(s)	June 5, 2014 June 12, 2014 June 19, 2014
5. Background study and proposed by-law available to public	June 6, 2014
6. Public meeting of Council	June 23, 2014
7. General Committee Consideration of Background Study, By-law and Staff Report	August 11, 2014
8. Council considers ratification of background study and passage of by-law	August 12 or 13, 2014 (to be confirmed)
9. Council passage of by-law	August 25, 2014
10. Newspaper notice given of by-law passage	By 20 days after passage
11. Last day for by-law appeal	40 days after passage
12. City makes pamphlet available (where by-law not appealed)	By 60 days after in force date

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## **2. CURRENT CITY OF BARRIE POLICY**



## 2. CURRENT CITY OF BARRIE POLICY

### 2.1 Schedule of Charges

On February 11, 2013, the City of Barrie passed By-law, 2013-032 under the *Development Charges Act, 1997*. This by-law imposes development charges for residential and non-residential uses within the Former City Municipal Boundary Areas. The table below provides the rates currently in effect, as at January 1, 2014.

CITY OF BARRIE  
DEVELOPMENT CHARGES - FORMER CITY MUNICIPAL BOUNDARY AREAS  
AS AT JANUARY 1, 2014

Service	Residential				Non-Residential <sup>1</sup>	
	Single & Semi Detached	Other Multiples	Apartments - 2 Bedrooms+	Apartments Bachelor and 1 Bedroom	Retail (per ft <sup>2</sup> of Gross Floor Area)	All other Non-Residential (per ft <sup>2</sup> of Gross Floor Area)
Roads	11,990	8,964	6,934	5,095	6.05	3.03
Roads Related	564	422	326	240	0.28	0.14
Protection	741	553	428	315	0.43	0.43
Transit	361	270	209	153	0.09	0.09
Parks and Recreation	4,345	3,249	2,513	1,847	0.16	0.16
Library Services	424	317	246	180	0.01	0.01
Administration	159	119	92	68	0.09	0.09
Paramedics	95	71	55	41	0.02	0.02
Wastewater - Facilities	3,444	2,574	1,991	1,463	2.65	2.65
Wastewater - Sewers	186	139	108	79	0.14	0.14
Wastewater - Financing Cost	710	531	410	302	0.55	0.55
Water - Facilities	4,922	3,679	2,846	2,092	3.68	3.68
Water - Distribution systems	769	575	445	327	0.57	0.57
Water - Financing Cost	781	584	452	332	0.58	0.58
Stormwater Management	1,295	969	749	550	1.50	1.50
<b>Total</b>	<b>30,788</b>	<b>23,016</b>	<b>17,803</b>	<b>13,084</b>	<b>16.81</b>	<b>13.65</b>

<sup>1</sup> Section 9(2)(c) and (d) set out special provisions relating to the development charges for industrial and retail uses.

It is noted that the City also passed by-law 2011-096 on June 27, 2011 which imposed Development Charges on an area specific basis for the Whiskey Creek Stormwater Management Works and Downstream Conveyance Works. The capital works attributed to this by-law have not been reviewed as part of this current DC Background study and will therefore, remain in force as passed.

### 2.2 Services Covered

The following services are covered under By-law 2013-032:

- Water;
- Wastewater;
- Storm Water Management;
- Roads;
- Roads Related;
- Protection;
- Libraries;

- Paramedic;
- Parks & Recreation;
- Transit; and
- Administration.

### **2.3 Timing of DC Calculation and Payment**

Development charges are payable at the time of building permit issuance and are collected by the City of Barrie Building and Bylaw Services Department. The by-law allows the City an option to impose the payment of Engineered Services at the time of approval of a plan of subdivision or a severance. Early or Late payments are available for where an agreement is entered into with the City.

### **2.4 Indexing**

Rates shall be indexed annually on January 1<sup>st</sup> by the percentage change recorded in the average annual Non-Residential Construction Price Index produced by Statistics Canada.

### **2.5 Redevelopment Allowance**

As a result of the redevelopment of lands where, by comparison with the land that was improved by occupied structures at any time within 60 months previous to the building permit issuance, no additional dwelling units are being created or additional non-residential gross floor area is added. If a development involves the demolition of and replacement of a building or structure, or the conversion from one principal use to another, the developer shall be allowed a credit equivalent to:

- a. the number of dwelling units occupied within the preceding 60 months demolished/converted multiplied by the applicable residential development charge in place at the time the development charge is payable, and/or
- b. the gross floor area of the building occupied within the previous 60 months demolished/converted multiplied by the current non-residential development charge in place at the time the development charge is payable. The credit can, in no case, exceed the amount of the development charge that would otherwise be payable;

### **2.6 Exemptions**

The following non-statutory exemptions are provided under By-law 2013-032:

- places of worship which are exempt from taxation under Section 3 of the Assessment Act, R.S.O. 1990, c.A.31 as amended and public hospitals approved

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under the Public Hospitals Act, R.S.O. 1990,c.P.40 as amended; and

- Community Colleges or Universities only for land owned by and used for the purposes of the Colleges or Universities.

The following designated categories of uses are subject to discounted development charges under By-law 2013-032 as noted below:

- notwithstanding the table of development charges set out in Schedule "A", land contained within the City Centre Planning Area as set out in Schedule "B" of the Official Plan or any successor thereto as to 100% of the development charge chargeable for non-residential uses and 50% of the development charge chargeable for residential uses;
- notwithstanding the table of development charges set out in Schedule "A", development of lands owned by a non-profit institution for institutional uses by the non-profit institution for their own purposes as to 50% of the development charge chargeable;
- notwithstanding the table of development charges set out in Schedule "A", industrial uses shall be charged a development charge of \$11.08 per square foot of gross floor area subject to being indexed in accordance with Section 6; and
- notwithstanding the table of development charges set out in Schedule "A", one accessory building to an existing industrial building be charged \$2 per square foot subject to indexing in accordance with Section "6" "Indexing of Development Charges". The accessory building cannot contain any water or sewage services, must be used for accessory storage only, must contain an accessory use to an existing industrial use in the principal building on the same lot, and cannot exceed 25% of the existing principal building or 500m<sup>2</sup> whichever is less.





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### **3. ANTICIPATED DEVELOPMENT IN THE CITY OF BARRIE**



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### **3. ANTICIPATED DEVELOPMENT IN THE CITY OF BARRIE**

#### **3.1 Requirements of the Act**

Chapter 4 provides the methodology for calculating a development charge as per the *Development Charges Act, 1997*. Figure 4-1 presents this methodology graphically. It is noted in the first box of the schematic that in order to determine the development charge that may be imposed, it is a requirement of Section 5 (1) of the *Development Charges Act* that “the anticipated amount, type and location of development, for which development charges can be imposed, must be estimated.”

The growth forecast contained in this chapter (with supplemental tables in Appendix A) provides for the anticipated development for which the City of Barrie will be required to provide services, over a 10-year (2014-2024), long-term (2014-2031), and a buildout time horizon for the Salem & Hewitt’s Secondary Plan Areas.

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

The 2014 DC growth forecast has been derived from the Barrie Growth Management Strategy (GMS) May, 2012, prepared by Watson & Associates Economists Ltd., in association with Macaulay Shiomi Howson Ltd. and W. Scott Morgan & Associates Limited. The 2031 population and employment forecast in the 2012 report is consistent with the City of Barrie growth forecast identified in Schedule 7 of the Consolidated Growth Plan for the Greater Golden Horseshoe (GGH). Subsequent to the release of the City of Barrie GMS in 2012, adjustments have been made to the timing and allocation of growth between the Salem & Hewitt’s Secondary Plan Areas lands and the lands within the City of Barrie (Former City Municipal Boundary Areas). These adjustments are based on the Salem Secondary Plan Draft Official Plan Amendment (OPA), December 2013, the Hewitt’s Secondary Plan Draft OPA, December 2013, and the 2014 Barrie Fiscal Impact Assessment (FIA).<sup>1</sup>

#### **3.3 Summary of Growth Forecast**

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

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<sup>1</sup> City of Barrie Long-term Fiscal Impact Assessment of Growth. Draft for Discussion Purposes, February 24, 2014.

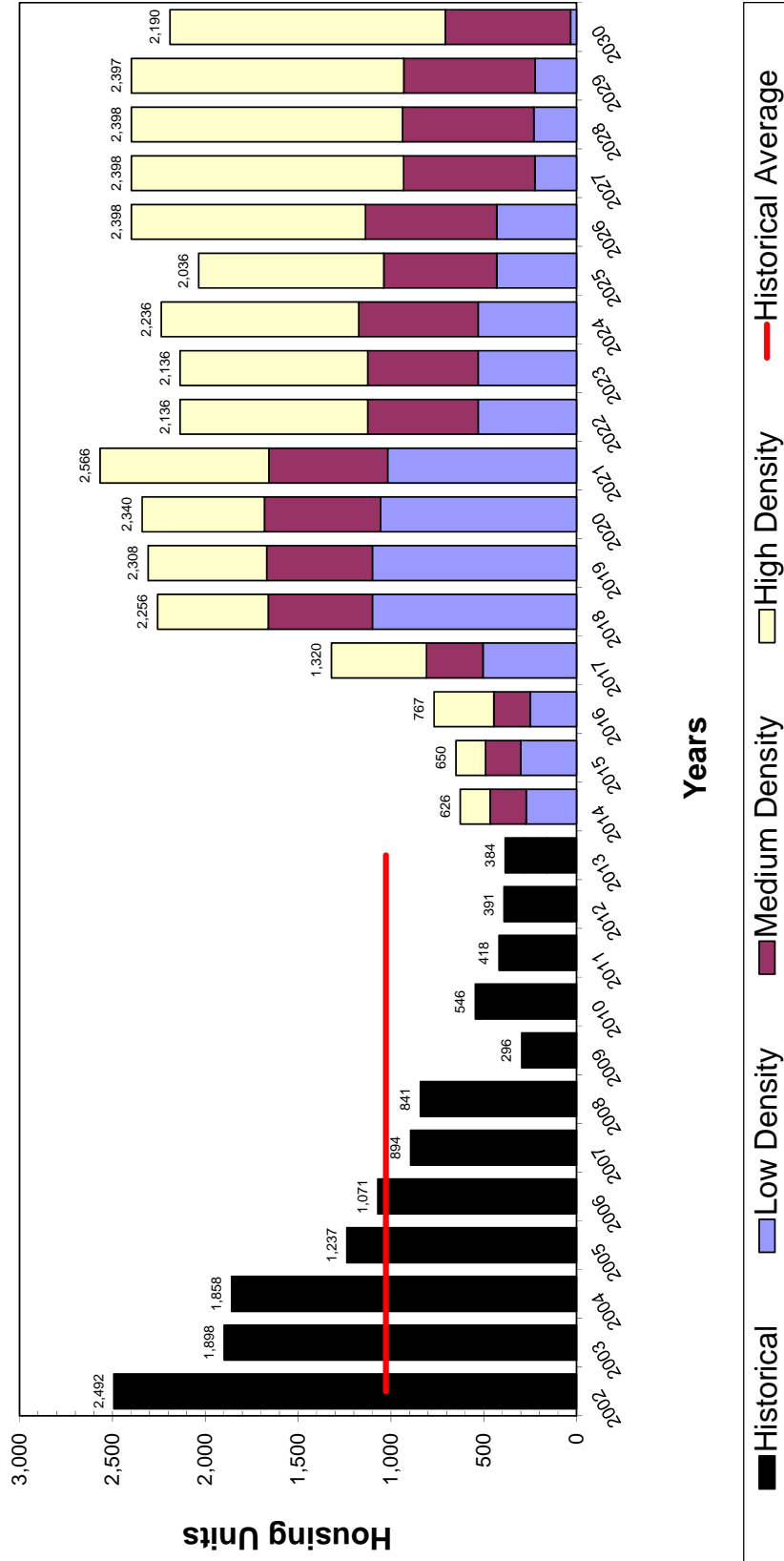
**TABLE 3-1  
CITY OF BARRIE  
RESIDENTIAL GROWTH FORECAST SUMMARY**

Year	Population (Excluding Census Undercount) <sup>1</sup>	Population (Including Census Undercount)	Housing Units					Person Per Unit (PPU)
			Singles & Semi- Detached	Multiple Dwellings <sup>2</sup>	Apartments <sup>3</sup>	Other	Total Households	
<i>Mid 2001</i>	103,700	107,850	25,400	4,130	7,195	130	36,855	2.81
<i>Mid 2006</i>	128,400	133,540	31,090	7,200	8,085	130	46,505	2.76
<i>Mid 2011</i>	135,700	141,130	33,290	7,930	8,580	135	49,935	2.72
<i>Mid 2014</i>	138,100	143,620	33,771	8,284	8,938	135	51,128	2.70
<i>Mid 2024</i>	174,800	181,790	40,428	12,754	14,916	135	68,233	2.56
<i>Mid 2031</i>	202,000	210,000	42,530	17,508	24,113	135	84,286	2.40
<i>Buildout</i>	208,700	217,050	43,164	18,176	25,211	135	86,686	2.41
<b>Mid 2001 - Mid 2006</b>	<b>24,700</b>	<b>25,690</b>	<b>5,690</b>	<b>3,070</b>	<b>890</b>	<b>0</b>	<b>9,650</b>	
<b>Mid 2006 - Mid 2011</b>	<b>7,300</b>	<b>7,590</b>	<b>2,200</b>	<b>730</b>	<b>495</b>	<b>5</b>	<b>3,430</b>	
<b>Mid 2011 - Mid 2014</b>	<b>2,400</b>	<b>2,490</b>	<b>481</b>	<b>354</b>	<b>358</b>	<b>0</b>	<b>1,193</b>	
<b>Mid 2014 - Mid 2024</b>	<b>36,700</b>	<b>38,170</b>	<b>6,657</b>	<b>4,470</b>	<b>5,978</b>	<b>0</b>	<b>17,105</b>	
<b>Mid 2014 - Mid 2031</b>	<b>63,900</b>	<b>66,380</b>	<b>8,759</b>	<b>9,224</b>	<b>15,175</b>	<b>0</b>	<b>33,158</b>	
<b>Mid 2014 - Buildout</b>	<b>70,600</b>	<b>73,430</b>	<b>9,393</b>	<b>9,892</b>	<b>16,273</b>	<b>0</b>	<b>35,558</b>	

Source: Watson & Associates Economists Ltd., 2014.

1. Population excludes estimated net Census Undercount, which is estimated at approx. 4%.
2. Includes townhomes and apartments in duplexes.
3. Includes bachelor, 1 bedroom and 2 bedroom+ apartments.

**FIGURE 3-2**  
**ANNUAL HOUSING FORECAST<sup>1</sup>**



Source: Historical housing activity (2002-2013) based on Statistics Canada building permits, Catalogue 64-001-XIB

1. Growth Forecast represents start year.

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As identified in Table 3-1 and *Schedule 1*, the City's population is anticipated to reach approximately 174,800 by 2024, 202,000 by 2031, and 208,700 at buildout. This represents an increase of 36,700, 63,900, and 70,600 persons, respectively, over the 10-year, long-term (2014-2031), and buildout forecast periods. The population forecast summarized in Schedule 1 excludes the net Census undercount, which is estimated at approximately 4%. The Census undercount represents the net number of persons missed during Census enumeration. In calculating the DC for the City of Barrie, the net Census undercount has been excluded from the growth forecast. Accordingly, all references provided herein to the population forecast exclude the net Census undercount.

1. Unit Mix (Appendix A – Schedules 1 through 5)

- The unit mix for the City was derived from the Barrie GMS (2012), Secondary Plans for Hewitt's and Salem and the Barrie 2014 FIA, both of which considered historical development activity, as well as discussions with planning staff regarding the anticipated development trends for the City.
- Based on the above, the long-term (2014-2031) household growth forecast is comprised of a housing unit mix of approximately 26% low density (single detached and semi-detached), 28% medium density (multiples except apartments) and 46% high density (bachelor, 1 bedroom and 2 bedroom apartments).

2. Geographic Location of Residential Development (Appendix A – Schedule 1 and 2)

- *Schedules 1 and 2* summarize the anticipated amount, type and location of residential development for the City of Barrie over the short-term and long-term planning periods. Over the 2014 to 2031 forecast period, a total of 17,331 housing units are forecast on lands within the City of Barrie former municipal boundary. From 2014 to buildout, a total of 18,227 housing units are forecast in the Annexed Area throughout the identified residential growth areas within the Salem and Hewitt's Secondary Plan Areas.
- Maps A1 and A2 (Appendix A) outline the phasing of the Salem and Hewitt's Secondary Plans between 2011 and 2031.
- Phases 1 through 3 identified in Maps A1 and A2 correspond to growth which is anticipated to occur during the long-term (2011-2031) planning period. Buildout refers to the full development of lands within the study area boundary of the Secondary Plans.

3. Planning Period

- Short and longer-term time horizons are required for the DC process. The DCA limits the planning horizon for certain services, such as parks & recreation, transit and libraries, to a 10-year planning horizon. Roads, roads related, and protection, water services - facilities (and related debt) and wastewater services -

facilities (and related debt) utilize the 2014-2031 planning period. Water services – distribution systems, wastewater services – collection systems and stormwater in the Former City Municipal Boundary Areas utilize the 2014-2031 planning period, while water services – distribution systems and wastewater services – collection systems in the Salem and Hewitt’s Secondary Planning Areas utilize the buildout time horizon.

4. Population in New Units (Appendix A - Schedules 3 through 5)

- The number of housing units to be constructed in the City of Barrie during the short-term and long-term periods are presented on Figure 3-2. Over the 10-year and longer-term (2014-2031) forecast periods, the City is anticipated to average 1,711 and 1,950 new housing units per year, respectively.
- Population in new units is derived from *Schedules 3, 4, and 5*, which incorporate historical development activity, anticipated units (see unit mix discussion) and average persons per unit by dwelling type for new units.
- *Schedule 7* summarizes the average number of persons per unit (PPU) for the new housing units by age and type of dwelling based on a 2006 custom Census data for the City. The total calculated PPU for all density types has been adjusted to account for the downward PPU trend which has been recently experienced in both new and older units, largely due to the aging of the population. Adjusted 20-year average PPU’s by dwelling type are as follows:
  - Low density: 3.13
  - Medium density: 2.34
  - High density: 1.67

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

- Existing households as of 2014 are based on the 2011 Census households, plus estimated residential units constructed between 2011 and 2013 assuming a 6-month lag between construction and occupancy (see *Schedule 3*).
- The decline in average occupancy levels for existing housing units is calculated in *Schedules 3 through 5*, by aging the existing population over the forecast period. The forecast population decline in existing households over the 2014 to 2031 forecast period is estimated at approximately 10,530.

6. Employment (Appendix A, Schedules 10a through 12)

- Employment projections are largely based on the activity rate method, which is defined as the number of jobs in a municipality divided by the number of residents. Key employment sectors include primary, industrial, commercial/population-related, institutional, and work at home, which are considered individually below.

- The City of Barrie's estimated 2011<sup>1</sup> employment base by place of work is outlined in *Schedule 10a*. The estimated 2011 employment base is comprised of the following sectors:
  1. 100 primary (less than 1%);
  2. 4,800 work at home employment (approx. 8%);
  3. 14,000 industrial (approx. 24%);
  4. 25,900 commercial/population related (approx. 44%); and
  5. 13,800 institutional (approx. 24%).
- The 2011 employment estimate by usual place of work, including work at home, is approximately 58,600 jobs. An additional 9,100 employees have also been identified as having no fixed place of work (NFPOW).<sup>2</sup> Total employment as of 2011 including work at home and no fixed place of work is approximately 67,700.
- Total employment, including work at home and NFPOW for the City of Barrie is anticipated to reach approximately 89,615 by 2024, 101,000 by 2031, and 107,300 at buildout.
- *Schedule 10b*, Appendix A, summarizes the employment forecast, excluding work at home employment and NFPOW employment, which is the basis for the DC employment forecast. The impact on municipal services from work at home employees have already been included in the population forecast. The impacts of municipal services related to NFPOW employees have largely been included in the employment forecast by usual place of work (i.e. employment and GFA in the retail and accommodation sector generated from NFPOW construction employment). Furthermore, since these employees have no fixed work address, they cannot be captured in the non-residential gross floor area (GFA) calculation. Accordingly, work at home and NFPOW employees have been removed from the DC employment forecast and calculation.
- Total employment for the City of Barrie (excluding work at home and NFPOW employment) is anticipated to reach approximately 71,260 by 2024, 79,930 by 2031, and 85,900 at buildout. This represents an employment increase of 14,830, 23,500, and 29,470 additional jobs over the 10-year, long-term (2014-2031) and buildout forecast periods, respectively.

#### 7. Non-Residential Sq.ft. Estimates (Gross Floor Area (GFA), Appendix A, *Schedule 10b*)

- Square footage estimates were calculated in *Schedule 10b* based on the following employee density assumptions:

<sup>1</sup> 2011 Employment is derived from datasets provided through the Ministry of Agriculture and Food (OMAF) EMSI Analyst Tool. The employment data is prepared by EMSI (Economic Modeling Specialists Intl.) using Statistics Canada SEPH (Survey of Employment, Payrolls and Hours) and Canadian Business Patterns data.

<sup>2</sup> Total employment also excludes No Fixed Place of Work (NFPOW). Statistics Canada defines "No Fixed Place of Work" as, "persons who do not go from home to the same work place location at the beginning of each shift." Such persons include building and landscape contractors, travelling salespersons, independent truck drivers, etc.



- 1,065 sq.ft. per employee for industrial;
  - 520 sq.ft. per employee for commercial/population-related
    - 520 sq.ft. per employee for commercial retail
    - 390 sq.ft. per employee for commercial non-retail
  - 760 sq.ft. per employee for institutional employment.
- The City-wide incremental non-residential Gross Floor Area (GFA) increase is anticipated to be approximately 11.26 million sq.ft. over the 10-year, 17.89 million sq.ft. over the long-term (2014-2031) forecast period, and 23.93 million sq.ft. over the 2014-buildout forecast period.
  - In terms of percentage growth, the long-term (2014-2031) incremental GFA forecast by sector is broken down as follows:
    1. industrial – (approx. 44%);
    2. commercial/population-related – (approx. 25%)
      - commercial retail (approx. 21%)
      - commercial non-retail (approx. 4%); and
    3. institutional – (approx. 31%).

8. Geographic Location of Non-Residential Growth Forecast (Appendix A, Schedule 10c)

- Schedule 10c summarizes the geographic location of the non-residential growth forecast. Over the 2014 to 2031 period, a total of 11.6 million sq. ft. of non-residential GFA is forecast on lands within the City of Barrie former municipal boundary. From 2014 to buildout, a total of 12.3 million sq. ft. of non-residential GFA has been forecast in the Annexed Area through identified non-residential growth areas within the Salem and Hewitt's Secondary Plan Areas.



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## **4. THE APPROACH TO CALCULATION OF THE CHARGE**



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## **4. THE APPROACH TO CALCULATION OF THE CHARGE**

### **4.1 Introduction**

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

### **4.2 Services Potentially Involved**

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

A number of these services are defined in s.s.2(4) of the DCA, 1997 as being ineligible for inclusion in development charges. These are shown as “ineligible” on Table 4-1. Two ineligible costs defined in s.s.5(3) of the DCA are “computer equipment” and “rolling stock with an estimated useful life of (less than) seven years...” In addition, local roads are covered separately under subdivision agreements and related means (as are other local services). Services which are potentially eligible for inclusion in the City’s development charge are indicated with a “Yes.”

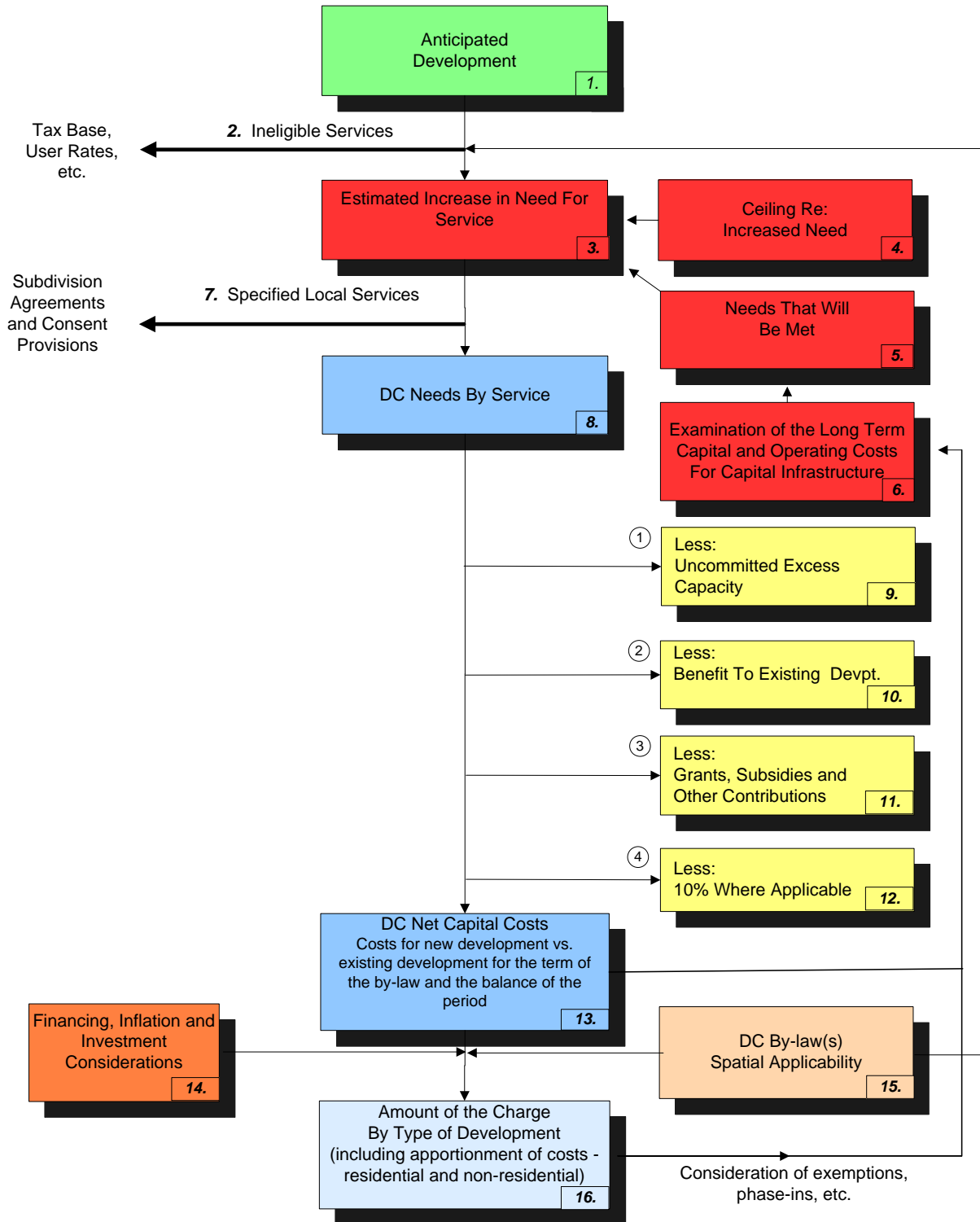
### **4.3 Increase in the Need for Service**

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

### **4.4 Local Service Policy**

Some of the need for services generated by additional development consists of local services related to a plan of subdivision. As such, they will be required as a condition of subdivision agreements or consent conditions.

**Figure 4-1**  
**The Process of Calculating a Development Charge under the DCA, 1997**



**TABLE 4-1  
CATEGORIES OF MUNICIPAL SERVICES  
TO BE ADDRESSED AS PART OF THE CALCULATION**

CATEGORIES OF MUNICIPAL SERVICES	ELIGIBILITY FOR INCLUSION IN THE DC CALCULATION	SERVICE COMPONENTS	MAXIMUM POTENTIAL DC RECOVERY %
1. Services Related to a Highway	Yes	1.1 Arterial roads	100
	Yes	1.2 Collector roads	100
	Yes	1.3 Bridges, Culverts and Roundabouts	100
	No	1.4 Local municipal roads	0
	Yes	1.5 Traffic signals	100
	Yes	1.6 Sidewalks and streetlights	100
2. Other Transportation Services	Yes	2.1 Transit vehicles & facilities	90
	Yes	2.2 Other transit infrastructure	90
	Yes	2.3 Municipal parking spaces - indoor	90
	Yes	2.4 Municipal parking spaces - outdoor	90
	Yes	2.5 Works Yards	100
	Yes	2.6 Rolling stock <sup>1</sup>	100
	n/a	2.7 Ferries	90
	n/a	2.8 Airport	90
3. Stormwater Drainage and Control Services	Yes	3.1 Main channels and drainage trunks	100
	Yes	3.2 Channel connections	100
	Yes	3.3 Retention/detention ponds	100
4. Fire Protection Services	Yes	4.1 Fire stations	100
	Yes	4.2 Fire pumpers, aerials and rescue vehicles	100
	Yes	4.3 Small equipment and gear	100
5. Outdoor Recreation Services (i.e. Parks and Open Space)	Ineligible	5.1 Acquisition of land for parks, woodlots and ESAs	0
	Yes	5.2 Development of area municipal parks	90
	Yes	5.3 Development of district parks	90
	Yes	5.4 Development of City-wide parks	90
	Yes	5.5 Development of special purpose parks	90
	Yes	5.6 Parks rolling stock <sup>1</sup> and yards	90
6. Indoor Recreation Services	Yes	6.1 Arenas, indoor pools, fitness facilities, community centres, etc. (including land)	90
	Yes	6.2 Recreation vehicles and equipment <sup>1</sup>	90
7. Library Services	Yes	7.1 Public library space (incl. furniture and equipment)	90
	n/a	7.2 Library Vehicles <sup>1</sup>	90
	Yes	7.3 Library materials	
8. Electrical Power Services	Ineligible	8.1 Electrical substations	0
	Ineligible	8.2 Electrical distribution system	0
	Ineligible	8.3 Electrical system rolling stock <sup>1</sup>	0
9. Provision of Cultural, Entertainment and Tourism Facilities and Convention Centres	Ineligible	9.1 Cultural space (e.g. art galleries, museums and theatres)	0
	Ineligible	9.2 Tourism facilities and convention centres	0

<sup>1</sup> with 7+ year life time

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

CATEGORIES OF MUNICIPAL SERVICES	ELIGIBILITY FOR INCLUSION IN THE DC CALCULATION	SERVICE COMPONENTS	MAXIMUM POTENTIAL DC RECOVERY %
10. Wastewater Services	Yes Yes No Yes	10.1 Treatment plants 10.2 Sewage trunks 10.3 Local systems 10.4 Vehicles and equipment	100 100 0 100
11. Water Supply Services	Yes Yes No Yes	11.1 Treatment plants 11.2 Distribution systems 11.3 Local systems 11.4 Vehicles and equipment	100 100 0 100
12. Waste Management Services	Ineligible  Ineligible Ineligible	12.1 Collection, transfer vehicles and equipment 12.2 Landfills and other disposal facilities 12.3 Other waste diversion facilities	0  0 0
13. Police Services	Yes Yes Yes	13.1 Police detachments 13.2 Police rolling stock <sup>1</sup> 13.3 Small equipment and gear	100 100 100
14. Homes for the aged	No	14.1 Homes for the aged space	90
15. Child Care	n/a	15.1 Child care space	90
16. Health	n/a n/a	16.1 Health department space 16.2 Health department vehicles <sup>1</sup>	90 90
13. Social Housing	Yes	17.1 Social Housing space	90
14. Provincial Offences Act (POA)	No	18.1 POA space	90
19. Social Services	n/a	19.1 Social service space	90
20. Paramedics	Yes Yes	20.1 Paramedics station space 20.2 Vehicles <sup>1</sup>	90 90
21. Hospital Provision	Ineligible	21.1 Hospital capital contributions	
22. Provision of Headquarters for the General Administration of Municipalities and Area Municipal Boards	Ineligible Ineligible Ineligible	22.1 Office space 22.2 Office furniture 22.3 Computer equipment	0 0 0
23. Other Services	Yes  Yes	23.1 Studies in connection with acquiring buildings, rolling stock, materials and equipment, and improving land <sup>2</sup> and facilities, including the DC background study cost 23.2 Interest on money borrowed to pay for growth-related capital	0-100  0-100

<sup>1</sup>with a 7+ year life time

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

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



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## 4.5 Capital Forecast

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

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

The capital costs include:

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

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

## 4.6 Treatment of Credits

Section 8 para. 5 of O.Reg. 82/98 indicates that a development charge background study must set out “the estimated value of credits that are being carried forward relating to the service.” s.s.17 para. 4 of the same Regulation indicates that “...the value of the credit cannot be recovered from future development charges,” if the credit pertains to an ineligible service. This implies that a credit for eligible services can be recovered from future development charges. As a result, this provision should be made in the calculation, in order to avoid a funding shortfall with respect to future service needs. There are no outstanding credit obligations at this time.

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## 4.7 Eligible Debt and Committed Excess Capacity

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

In order for such costs to be eligible, two conditions must apply. First, they must have funded excess capacity which is able to meet service needs attributable to the anticipated development. Second, the excess capacity must be “committed,” that is, either before or at the time it was created, Council must have expressed a clear intention that it would be paid for by development charges or other similar charges; for example, this may have been done as part of previous development charge processes. It is noted that projects which have been debentured to-date and to which the principal and interest costs need to be recovered are included within the capital detail sheets.

## 4.8 Existing Reserve Funds

Section 35 of the DCA states that:

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

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

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

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

The City's Development Charge Reserve Fund Balance by service at December 31, 2013 (adjusted to recognize commitments approved in 2013 and prior year budgets for capital costs which have not been transferred out of the DC reserve funds to the capital projects prior to Dec. 31, 2013) is shown below:

Service	Dec. 31/13 Balance	Less Commitments	Adjusted Dec. 31/13 Balance
Roads & Related	\$27,017,577	\$6,419,201	\$20,598,376
Transit	2,423,292	849,074	1,574,218
Protection	710,503	-	710,503
Parks and Recreation	6,512,075	52,581	6,459,494
Library Services	360,641	-	360,641
Administration	216,423	-	216,423
Paramedic	231,330	-	231,330
Stormwater	(846,705)	1,879,704	(2,726,409)
Sanitary Sewers	9,822,026	329,128	9,492,898
Water	(8,453,835)	1,205,063	(9,658,898)
Total	\$37,993,326	\$10,734,751	\$27,258,576

Note: Amounts in brackets are deficit balances

## 4.9 Deductions

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

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

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

### 4.9.1 *Reduction Required by Level of Service Ceiling*

This is designed to ensure that the increase in need included in 4.3 does "...not include an increase that would result in the level of service (for the additional development increment) exceeding the average level of the service provided in the Municipality over the 10-year period immediately preceding the preparation of the background study..." O.Reg. 82.98 (s.4) goes further to indicate that "...both the quantity and quality of a service shall be taken into account in determining the level of service and the average level of service."

In many cases, this can be done by establishing a quantity measure in terms of units as floor area, land area or road length per capita and a quality measure, in terms of the average cost of providing such units based on replacement costs, engineering standards or recognized

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performance measurement systems, depending on circumstances. When the quantity and quality factor are multiplied together, they produce a measure of the level of service, which meets the requirements of the Act, i.e. cost per unit.

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

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

Paragraph 5 of s.s.5(1) requires a deduction from the increase in the need for service attributable to the anticipated development that can be met using the City's "excess capacity," other than excess capacity which is "committed" (discussed above in 4.6).

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

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

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

Where existing development has an adequate service level which will not be tangibly increased by an increase in service, no benefit would appear to be involved. For example, where expanding existing library facilities simply replicates what existing residents are receiving, they receive very limited (or no) benefit as a result. On the other hand, where a clear existing service problem is to be remedied, a deduction should be made accordingly.

In the case of services such as recreation facilities, community parks, libraries, etc., the service is typically provided on a City-wide system basis. For example, facilities of the same type may provide different services (i.e. leisure pool vs. competitive pool), different programs (i.e. hockey vs. figure skating) and different time availability for the same service (i.e. leisure skating available on Wednesday in one arena and Thursday in another). As a result, residents will travel to different facilities to access the services they want at the times they wish to use them,

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and facility location generally does not correlate directly with residence location. Even where it does, displacing users from an existing facility to a new facility frees up capacity for use by others and generally results in only a very limited benefit to existing development. Further, where an increase in demand is not met for a number of years, a negative service impact to existing development is involved for a portion of the planning period.

#### **4.9.4 Reduction for Anticipated Grants, Subsidies and Other Contributions**

This step involves reducing the capital costs necessary to provide the increased services by capital grants, subsidies and other contributions (including direct developer contributions required due to the local service policy) made or anticipated by Council and in accordance with various rules such as the attribution between the share related to new vs. existing development. That is, some grants and contributions may not specifically be applicable to growth or where Council targets fundraising as a measure to offset impacts on taxes (O.Reg. 82.98 s.6).

#### **4.9.5 The 10% Reduction**

Paragraph 8 of s.s.(1) of the DCA requires that, “the capital costs must be reduced by 10 percent.” This paragraph does not apply to water supply services, waste water services, storm water drainage and control services, services related to a highway, police and fire protection services. The primary services to which the 10% reduction does apply include services such as parks, recreation, libraries, childcare/social services, the *Provincial Offences Act*, ambulance, homes for the aged, health and transit.

The 10% is to be netted from the capital costs necessary to provide the increased services, once the other deductions have been made, as per the infrastructure costs sheets in Chapter 5.



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## **5. DEVELOPMENT CHARGE ELIGIBLE COST ANALYSIS BY SERVICE**





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## **5. DEVELOPMENT CHARGE ELIGIBLE COST ANALYSIS BY SERVICE**

### **5.1 Introduction**

This chapter outlines the basis for calculating eligible costs for the development charges to be applied on a uniform basis. In each case, the required calculation process set out in s.5(1) paragraphs 2 to 8 in the DCA, 1997 and described in Chapter 4, was followed in determining DC eligible costs.

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

### **5.2 Service Levels and 10-Year Capital Costs for DC Calculation**

This section evaluates the development-related capital requirements for all of the "softer" services over a 10-year planning period. Each service component is evaluated on two format sheets: the average historical 10-year level of service calculation (see Appendix B), which "caps" the DC amounts; and, the infrastructure cost calculation, which determines the potential DC recoverable cost.

#### **5.2.1 *Transit Services***

The City has three transit facilities which provide a total of 138,000 sq. ft. These facilities include a downtown transit terminal, an operations centre and an unfinished facility for storage. Over the past ten years, the average level of service was 0.93 sq. ft. of space per capita or an investment of \$126 per capita. Based on this service standard, the City would be eligible to collect \$4,638,146 from DC's for transit facilities (over the ten year period).

The City has 55 transit vehicles/equipment with a lifespan greater than six years. Over the past ten years, the average level of service was 0.4 vehicles/equipment per 1,000 population. This equates to an investment of \$163 per capita. Based on this service standard, the City would be eligible to collect \$5,975,494 from DC's for transit facilities (over the ten year period). As well, the City has 132 transit shelters which provides 0.7 shelters per 1,000 population or \$4 per capita. This provides an additional \$151,938 for DC's.

Transit needs have been identified over an 18 year forecast period based on the secondary planning process and fiscal impact analysis recently undertaken. As such, a number of projects

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have been identified which will benefit both growth within the current 10 year forecast period as well as growth in the past 10 year forecast period. Projects identified include additional fleet, additional facilities, transit terminals and additional bus stops. The total cost of all projects identified is \$42,730,000.

Of the total cost identified, \$16,393,100 benefits growth in the post period and \$9,380,600 benefits existing development. In addition, a deduction of \$4,616,590 has been made to recognize that the capital works required over the longer term forecast will be in exceedance of the allowable service standard. Finally, the reserve fund surplus of \$1,574,218 has been deducted from the calculation of the development charges. The result of these deductions is a net growth related cost of \$10,765,492 (prior to the mandatory 10% deduction) for inclusion in the DC calculations. After the statutory deduction, \$9,531,521 has been included in the DC calculations.

The growth costs have been allocated 71% residential and 29% non-residential based on the incremental growth in population to employment, for the 10-year forecast period.

**INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION**

City of Barrie  
Service: Transit Services

Prj.No	Increased Service Needs Attributable to Anticipated Development 2014-2023	Timing (year)	Gross Capital Cost Estimate (2014\$)	Post Period Benefit	Other Deductions (Exceed Service Standard)	Net Capital Cost	Less:		Subtotal	Less: Other (e.g. Statutory Deduction)	Potential DC Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions			Total	Residential Share 71%	Non-Residential Share 29%
1	1357 Transit - Fleet Expansion for 2013 Service Plan	2014	68,000	-		68,000	59,600		8,400	840	7,560	5,384	2,176
2	1535 Plan for Transit Implementation	2014	101,000	-		101,000	24,200		76,800	7,680	69,120	49,228	19,892
3	Conventional Fleet Addition	2014-2031	10,495,000	4,037,600	2,052,710	4,404,690	-		4,404,690	440,469	3,964,221	2,823,344	1,140,877
4	1216 Leisure, Transit & Facilities - Transit Facility 133 Welham Rd. - Transit Garage Terminal Facilities	2014-2015	20,102,000	8,052,800		12,049,200	8,646,000		3,403,200	340,320	3,062,880	2,181,403	881,477
5	Terminal Facilities	2017-2026	61,000	8,100		52,900	-		52,900	5,290	47,610	33,908	13,702
6	Bus Stops	2014-2031	2,059,000	286,800	1,098,100	674,100	-		674,100	67,410	606,690	432,089	174,601
7	ITS	2017-2031	887,000	226,200		660,800	-		660,800	66,080	594,720	423,563	171,157
8	Specialized Fleet Addition	2014-2031	1,643,000	851,800	321,290	469,910	-		469,910	46,991	422,919	301,206	121,713
9	Conventional Fleet Addition	2017-2031	1,825,000	1,394,600	356,990	73,410	-		73,410	7,341	66,069	47,055	19,014
10	1216 Leisure, Transit & Facilities - Transit Facility 133 Welham Rd. - Transit Garage Terminal Facilities	2014-2015	1,513,000	302,600		1,210,400	650,800		559,600	55,960	503,640	358,696	144,944
11	Terminal Facilities	2014-2016	2,235,000	744,600		1,490,400	-		1,490,400	149,040	1,341,360	955,325	386,035
12	Bus Stops	2015-2031	1,410,000	266,100	751,800	392,100	-		392,100	39,210	352,890	251,331	101,559
13	ITS	2017-2031	148,000	74,600		73,400	-		73,400	7,340	66,060	47,048	19,012
14	Specialized Fleet Addition	2026	183,000	147,300	35,700	-	-		-	-	-	-	-
	Reserve Fund Adjustment						1,574,218		(1,574,218)		(1,574,218)	(1,121,169)	(453,050)
	<b>Total</b>		<b>42,730,000</b>	<b>16,393,100</b>	<b>4,616,590</b>	<b>21,720,310</b>	<b>10,954,818</b>	<b>-</b>	<b>10,765,492</b>	<b>1,233,971</b>	<b>9,531,521</b>	<b>6,788,411</b>	<b>2,743,110</b>

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## **5.2.2 Parks and Recreation**

The City currently has 930.29 acres of parkland within its jurisdiction. This parkland consists of various sized neighbourhood and community parks as well as waterfront parks. These parks consist of both active parkland which include amenities and trails, as well as natural and open space. The City has sustained the current level of service over the historic 10-year period (2004-2013), with an average of 6.5 acres of parkland per 1,000 population. Including parkland, parkland amenities (e.g. ball diamonds, playground equipment, soccer fields, etc.), and park trails, the level of service provided is approximately \$630 per capita. When applied over the forecast period, this average level of service translates into a DC-eligible amount of \$23,110,357.

The City also provides a fleet related to parks and recreation consisting of 101 vehicles and equipment. This provides a current level of service of 0.7 items/capita equating to \$40/capita. This level of services translates into a DC-eligible amount of \$1,467,633 over the 10 year forecast period.

The City currently owns and operates ten major indoor recreation facilities which include arenas, pools and community centre space. In addition, the city provides storage and indoor washroom and concession facilities at a number of locations. The current inventory represents a standard of \$4.78 sq.ft. per capita equal to \$1,604/capita. This provides the City with a DC-eligible amount of \$58,861,662 towards growth over the 10-year forecast period.

Based on the projected growth, the City has identified \$221,966,700 in future growth capital costs for parks and recreation. These projects include the development of additional parks including amenities and trails, additional indoor recreation space, an expansion to space for parks and recreation staff, as well as additional fleet to service the parks and facilities. Allocations for a post period benefit of \$93,707,100 and existing development benefit of \$38,360,457 have been made along with a deduction of cost of \$6,459,494 to recognize the reserve fund surplus. The net growth capital cost, after the mandatory 10% deduction, is \$74,449,735 for inclusion in the DC.

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

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

City of Barrie  
Service: Parks & Recreation

P#j.No	Increased Service Needs Attributable to Anticipated Development 2014-2023	Timing (year)	Gross Capital Cost Estimate (2014\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Benefit to Existing Development	Less:		Subtotal	Other (e.g. 10% Statutory Deduction)	Potential DC Recoverable Cost		
								Grants, Subsidies and Other Contributions	Benefit to Existing Development			Total	Residential Share 95%	Non-Residential Share 5%
1	1224 Lakeshore Dr: Toronto-Victoria	2015-2016	4,137,000	-		4,137,000	3,061,380			1,075,620	107,562	968,058	919,655	48,403
2	1372 North Shore Trail - Ecological Restoration	2014	787,000	-		787,000	590,250			196,750	19,675	177,075	168,221	8,854
3	Dock Road Park (Melia)	2015	690,000	-		690,000	-			690,000	69,000	621,000	589,950	31,050
4	1322 Dunsmore (Georgian Glen)	2014-2016	427,700	-		427,700	81,263			346,437	34,644	311,793	296,204	15,590
5	Sandringham V (Craigmel)	2019	154,000	-		154,000	-			154,000	15,400	138,600	131,670	6,930
6	Sandringham VI (Gilroy)	2020	267,000	80,100		186,900	-			186,900	18,690	168,210	159,800	8,411
7	Lion's Gate	2015	128,000	-		128,000	-			128,000	12,800	115,200	109,440	5,760
8	Loyalist Park 2 (Royal Park Homes)	2014	291,000	-		291,000	-			291,000	29,100	261,900	248,805	13,095
9	Sproule (Previn Court)	2020	145,000	43,500		101,500	-			101,500	10,150	91,350	86,783	4,568
10	Kozlov Park (Fernbrook)	2014	394,000	-		394,000	-			394,000	39,400	354,600	336,870	17,730
11	Unit Soccer (1)	2014-2018	228,000	-		228,000	-			228,000	22,800	205,200	194,940	10,260
12	Unit Soccer (1)	2019-2023	228,000	68,400		159,600	-			159,600	15,960	143,640	136,458	7,182
13	Unit Soccer (1)	2024-2031	228,000	228,000		-	-			-	-	-	-	-
14	Lighting existing Soccer (1)	2014-2018	203,000	-		203,000	-			203,000	20,300	182,700	173,565	9,135
15	Lighting existing Soccer (2)	2019-2023	406,000	121,800		284,200	-			284,200	28,420	255,780	242,991	12,789
16	Lighting existing Soccer (1)	2024-2031	203,000	203,000		-	-			-	-	-	-	-
17	Soccer - Turf Conversion (2)	2024-2028	2,430,000	2,430,000		-	-			-	-	-	-	-
18	Tennis Courts	2018	152,000	-		152,000	-			152,000	15,200	136,800	129,960	6,840
19	Skateboard Parks (1)	2019-2023	254,000	76,200		177,800	-			177,800	17,780	160,020	152,019	8,001
20	Skateboard Parks (1)	2024-2031	254,000	254,000		-	-			-	-	-	-	-
21	Additional Parkland Needs	2016-2030	23,453,000	16,340,400		7,112,600	-			7,112,600	711,260	6,401,340	6,081,273	320,067
22	Lit Soccer (3)	2019-2023	1,217,000	365,100		851,900	-			851,900	85,190	766,710	728,375	38,336
23	Lit Soccer (5)	2024-2031	2,028,000	2,028,000		-	-			-	-	-	-	-
24	Unit Soccer (1)	2014-2018	913,000	-		913,000	-			913,000	91,300	821,700	780,615	41,085
25	Unit Soccer (1)	2019-2023	913,000	182,600		730,400	-			730,400	73,040	657,360	624,482	32,868
26	Unit Soccer (2)	2024-2031	913,000	913,000		-	-			-	-	-	-	-
27	Lit Ball Diamond (1)	2022	507,000	152,100		354,900	-			354,900	35,490	319,410	303,440	15,971
28	Unit Ball Diamond (1)	2026	304,000	304,000		-	-			-	-	-	-	-
29	Crickit Pitch	2030	406,000	406,000		-	-			-	-	-	-	-
30	Tennis Courts	2014-2018	152,000	-		152,000	-			152,000	15,200	136,800	129,960	6,840
31	Tennis Courts	2019-2023	152,000	45,600		106,400	-			106,400	10,640	95,760	90,972	4,788
32	Tennis Courts	2024-2031	304,000	304,000		-	-			-	-	-	-	-
31	Multi-Use Courts (2)	2014-2018	91,000	-		91,000	-			91,000	9,100	81,900	77,805	4,095
32	Multi-Use Courts (4)	2019-2023	183,000	54,900		128,100	-			128,100	12,810	115,290	109,526	5,765
33	Multi-Use Courts (7)	2024-2031	319,000	319,000		-	-			-	-	-	-	-
34	Standard Playgrounds (2)	2014-2018	172,000	-		172,000	-			172,000	17,200	154,800	147,060	7,740
35	Standard Playgrounds (7)	2019-2023	603,000	180,900		422,100	-			422,100	42,210	379,890	360,896	18,995
36	Standard Playgrounds (10)	2024-2031	862,000	862,000		-	-			-	-	-	-	-
37	Enhanced Playgrounds (1)	2014-2018	177,000	-		177,000	-			177,000	17,700	159,300	151,335	7,965
38	Enhanced Playgrounds (1)	2019-2023	177,000	53,100		123,900	-			123,900	12,390	111,510	105,935	5,576
39	Enhanced Playgrounds (1)	2024-2031	177,000	177,000		-	-			-	-	-	-	-
40	Skateboard Parks (1)	2019-2023	254,000	76,200		177,800	-			177,800	17,780	160,020	152,019	8,001
41	Skateboard Parks (1)	2024-2031	254,000	254,000		-	-			-	-	-	-	-
42	Parkland Development (Annexation Sports Complex)	2019-2023	7,605,000	2,281,500		5,323,500	-			5,323,500	532,350	4,791,150	4,551,593	239,558

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

City of Barrie  
Service: Parks & Recreation

Pj.No	Increased Service Needs Attributable to Anticipated Development 2014-2023	Timing (year)	Gross Capital Cost Estimate (2014\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Subtotal	Less: Other (e.g. 10% Statutory Deduction)	Potential DC Recoverable Cost			
							Benefit to Existing Development	Grants, Subsidies and Other Contributions			Total	Residential Share 95%	Non-Residential Share 5%	
43	Parkland Development (Annexation Sports Complex)	2024-2031	2,915,000	2,915,000		-								
	<b>PARKS &amp; RECREATION - VEHICLES &amp; EQUIPMENT</b>													
44	4x4 w/plow	2017	39,000	-		39,000	-		39,000	3,900	35,100	33,345	1,755	
45	Riding Mower	2017	29,000	-		29,000	-		29,000	2,900	26,100	24,795	1,305	
46	4x4 w/plow	2018	39,000	-		39,000	-		39,000	3,900	35,100	33,345	1,755	
47	Utility vehicle	2018	12,000	-		12,000	-		12,000	1,200	10,800	10,260	540	
48	Large Dump Truck	2017	152,000	-		152,000	-		152,000	15,200	136,800	129,960	6,840	
49	1470 Roads - one ton dump trucks (8 additions)	2013	324,000	-		324,000	258,544		65,456	6,546	58,910	55,965	2,945	
50	Parks - 12 Foot Mower	2012	101,000	-		101,000	-		101,000	10,100	90,900	86,355	4,545	
51	Riding Mower	2014	51,000	-		51,000	-		51,000	5,100	45,900	43,605	2,295	
52	Ice Resurfacer	2020-2022	324,000	86,000		238,000	-		238,000	23,800	214,200	203,490	10,710	
53	Provision for Additional Parks Vehicles	2017-2031	1,171,000	858,700		312,300	-		312,300	31,230	281,070	267,017	14,054	
	<b>RECREATION FACILITIES</b>													
54	Allendale Replacement & Expansion	2017-2022	34,983,000	-		34,983,000	29,385,720		5,597,280	559,728	5,037,552	4,785,674	251,878	
55	Provision for 70 Collier Expansion	2014-2018	1,680,000	-		1,680,000	1,176,000		504,000	50,400	453,600	430,920	22,680	
56	Convert Ex. Terminal To Market	2015-2016	3,549,000	-		3,549,000	3,549,000		-	-	-	-	-	
57	South East Facility - Hewitt (Land & Facility)	2016-2020	61,043,000	-		61,043,000	-		61,043,000	6,104,300	54,938,700	52,191,765	2,746,935	
58	South West Facility - Salem (Land & Facility)	2026-2030	61,043,000	61,043,000		-	-		-	-	-	-	-	
59	Provision for 70 Collier Expansion	2014-2018	369,000	-		369,000	258,300		110,700	11,070	99,630	94,649	4,982	
60	Reserve Fund Adjustment						6,459,494		(6,459,494)		(6,459,494)	(6,136,519)	(322,975)	
	<b>Total</b>		<b>221,966,700</b>	<b>93,707,100</b>	<b>-</b>	<b>128,259,600</b>	<b>44,819,951</b>	<b>-</b>	<b>83,439,649</b>	<b>8,989,914</b>	<b>74,449,735</b>	<b>70,727,248</b>	<b>3,722,487</b>	

### **5.2.3 Paramedics**

Paramedic services in the City of Barrie are provided through a shared services agreement with the County of Simcoe. Barrie's share is in the range of 26.23% of total costs. Information on the level of service inventories and future capital program (facilities and vehicles) was taken from the County of Simcoe Development Charges Background Study and the County's 2014 Budget. Based on this information, the amount of facility space in 2013 totals 60,709 sq.ft. of which Barrie's share is 15,924 sq.ft. (based on 26.23% share). This provides an average level of service of 0.109 sq.ft. of space per capita and an eligible amount of \$1,452,219.

The paramedic service also provides a fleet of 56 vehicles, comprising of a variety of ambulances and emergency related vehicles. With Barrie responsible for 26.23% of these vehicles, approximately 15 vehicles are included in the service standard calculations for Barrie's DC. This provides a service standard of \$16/capita or 0.1 items/ 1,000 population. This service standard translates into a DC-eligible amount of \$583,897 over the 10 year forecast period.

Based on the growth needs identified by the County, Barrie would be responsible for \$12,638,263 of capital works related to facilities, fleet and equipment. These capital costs would service growth to 2031 therefore a post period benefit of \$9,273,740 has been made. As well a deduction of \$1,680,974 has been made for costs attributable to existing and the reserve fund balance of \$231,330 has been deducted. The net growth related capital, after the 10% statutory deduction, is \$1,283,864 for inclusion in the current DC calculations.

The residential/non-residential capital cost allocation for paramedics reflects the growth in population and employment over the forecast period of 71%/29%.

**INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION**

City of Barrie  
Service: Paramedics

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2014\$)*	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Subtotal	Other (e.g. 10% Statutory Deduction)	Potential DC Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development			Total	Residential Share	Non-Residential Share
1	Alliston Station	2014	562,077	269,210		292,867	166,140		126,727	12,673	114,054	81,230	32,824
2	Collingwood Station	2014-2015	131,143	62,810		68,333	43,080		25,253	2,525	22,727	16,186	6,541
3	Beaton Station	2014	322,611	154,520		168,091	-		168,091	16,809	151,281	107,744	43,538
4	Midland Station	2014-2016	464,424	-		464,424	464,424		-	-	-	-	-
5	Bradford Station	2014-2023	715,938	680,140		35,798	23,270		12,528	1,253	11,275	8,030	3,245
6	Barrie Hub	2014-2015	3,212,570	1,538,700		1,673,870	559,640		1,114,230	111,423	1,002,807	714,206	288,601
7	Orillia Station	2015-2017	919,000	873,050		45,950	15,360		30,590	3,059	27,531	19,608	7,923
8	Sandy Cove Station	2018	231,000	219,450		11,550	-		11,550	1,155	10,395	7,403	2,992
9	Springwater South Station	2019	110,000	104,500		5,500	-		5,500	550	4,950	3,525	1,425
10	Barrie South West Station	2020	289,000	274,550		14,450	-		14,450	1,445	13,005	9,262	3,743
11	Wasaga Beach Station	2021	494,000	469,300		24,700	16,060		8,640	864	7,776	5,538	2,238
12	Barrie Central Station	2022	335,000	318,250		16,750	-		16,750	1,675	15,075	10,737	4,338
13	Angus Station	2023	393,000	-		393,000	393,000		-	-	-	-	-
14	Bradford - Additional Station - Land only	2023	131,000	124,450		6,550	-		6,550	655	5,895	4,198	1,697
15	Fleet & Equipment (3)	2015-2018	133,773	-		133,773	-		133,773	13,377	120,396	85,747	34,649
16	Fleet & Equipment (4)	2019-2023	178,364	169,446		8,918	-		8,918	892	8,026	5,716	2,310
17	Ambulance stations & land	2029	3,837,000	3,837,000		-	-		-	-	-	-	-
18	Fleet & Equipment (4)	2024-2029	178,364	178,364		-	-		-	-	-	-	-
	Reserve Fund Adjustment						231,330		(231,330)		(231,330)	(164,755)	(66,575)
<b>Total</b>			<b>12,638,263</b>	<b>9,273,740</b>	<b>-</b>	<b>3,364,523</b>	<b>1,912,304</b>	<b>-</b>	<b>1,452,219</b>	<b>168,355</b>	<b>1,283,864</b>	<b>914,376</b>	<b>369,488</b>

\* Costs represent City of Barrie's Share (26.23%) of total costs



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#### **5.2.4 Library Services**

The City provides 56,200 sq.ft. of library facility space at two locations. Over the past ten years, the average level of service was 0.34 sq.ft. of space per capita or an investment of \$126 per capita. Based on this service standard, the City would be eligible to collect approximately \$4,614,291 from DC's for library facility space (over the ten year period).

The City has an inventory of library collection items (341,067 items currently). These collection items include various materials including books, periodicals, CD-ROMS, audio visual materials, etc. Over the past ten years, the average level of service was 2.08 collection items per capita or an investment of \$77 per capita. Based on this service standard, the City would be eligible to collect \$2,817,459 from DC's for library collection items (over the ten year period).

Two additional Library branches and related collection material for each have been identified for inclusion in the DC to service growth. The total cost identified for these facilities is \$19,942,000. Since these facilities will service growth to 2031 a post period deduction of \$12,149,800 has been made. In addition, a deduction of \$360,641 to recognize the current surplus balance in the reserve fund has been made. The net growth related capital costs, after the mandatory 10% statutory deduction, is \$6,652,339 for inclusion in the DC.

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



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### **5.2.5 Administration**

The DCA permits the inclusion of studies undertaken to facilitate the completion of the City's capital works program. The City has made provision for the inclusion of new studies undertaken to facilitate this DC process, as well as other studies which benefit growth (in whole or in part). The list includes such studies as the following:

- Development Charge and Related Financing Studies;
- Annexation Studies;
- Fire Master Plan;
- Library Feasibility Study;
- Engineering Master Plan Updates;
- Parks & Recreation Master Plan;
- Social Housing Market Value Analysis and Development Plan;
- Transit studies: and
- Official Plan and other planning studies.

The cost of these studies, is \$10,242,000, of which \$2,238,000 benefits growth in the post 10 year forecast period and \$201,050 is attributable to existing benefit. The value associated with the social housing plan has provided a deduction related to the County of Simcoe and Town of Orillia's respective shares equal to \$121,723 to provide a net cost associated with the contribution required by the City of Barrie. The surplus in the DC reserve fund of \$216,423 has been deducted resulting in a net growth-related capital cost, after the mandatory 10% deduction of \$6,785,502.

These costs have been allocated 71% residential and 29% non-residential based on the incremental growth in population to employment for the 10-year forecast period.

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

City of Barrie  
Service: Administration Studies

Prj.No	Increased Service Needs Attributable to Anticipated Development 2014-2023	Timing (year)	Gross Capital Cost Estimate (2014\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Subtotal	Other (e.g. 10% Statutory Deduction)	Potential DC Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development*			Total	Residential Share	Non-Residential Share
1	Annexation Studies	2016-2021	710,000	142,000		588,000	-		588,000	56,800	511,200	364,080	147,120
2	Innisfil Annexation Studies	2014	4,216,000	-		4,216,000	-		4,216,000	421,600	3,794,400	2,702,396	1,092,004
	<b>Fire</b>												
3	Fire Underwriters Survey	2020	30,000	-		30,000	-		30,000		30,000	21,366	8,634
4	Fire Master Plan	2021	60,000	-		60,000	-		60,000		60,000	42,732	17,268
	<b>Library</b>												
5	Library Feasibility Study	2014	46,000	-		46,000	-		46,000	4,600	41,400	29,485	11,915
	<b>Parks and Recreation</b>												
6	Parks & Recreation Master Plan	2017	355,000	-		355,000	88,750		266,250	26,625	239,625	170,662	66,963
	<b>Social Housing</b>												
7	Market Value Analysis and Development Plan	2014	165,000	-		165,000	-	121,723	43,277	4,328	38,949	27,740	11,209
	<b>Master Plan Updates</b>												
8	Master Plan Updates (Water, Wastewater, Stormwater & Transportation)	2019	800,000	-		800,000	-		800,000		800,000	569,765	230,235
	<b>Master Plan Updates</b>												
9	Master Plan Updates (Water, Wastewater, Stormwater & Transportation)	2024	800,000	800,000		-	-		-		-	-	-
	<b>Master Plan Updates</b>												
10	Master Plan Updates (Water, Wastewater, Stormwater & Transportation)	2029	800,000	800,000		-	-		-		-	-	-
	<b>Other</b>												
8	OP Update & Other Planning Studies	2014-2031	450,000	-		450,000	112,500		337,500	33,750	303,750	216,333	87,417
9	Transit Study	2015	150,000	-		150,000	-		150,000	15,000	135,000	96,148	38,852
10	Transit Study	2020	150,000	-		150,000	-		150,000	15,000	135,000	96,148	38,852
11	Transit Study	2025	150,000	150,000		-	-		-	-	-	-	-
12	Transit Study	2030	150,000	150,000		-	-		-	-	-	-	-
13	DC & Related Financing Studies	2014-2023	230,000	-		230,000	-		230,000	23,000	207,000	147,427	59,573
14	OP Update & Other Planning Studies	2014-2031	650,000	130,000		520,000	-		520,000	52,000	468,000	333,313	134,687
15	DC & Related Financing Studies	2014-2029	330,000	66,000		264,000	-		264,000	26,400	237,600	169,220	68,380
	Reserve Fund Adjustment						216,423		(216,423)		(216,423)	(154,138)	(62,285)
	<b>Total</b>		<b>10,242,000</b>	<b>2,238,000</b>	<b>-</b>	<b>8,004,000</b>	<b>417,673</b>	<b>121,723</b>	<b>7,464,604</b>	<b>679,103</b>	<b>6,785,502</b>	<b>4,832,678</b>	<b>1,952,823</b>

\* Other Contribution is the Non-Barrie Share

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### **5.2.6 Parking**

With respect to parking services, the City provides 2,249 public parking spaces in various locations. The spaces provides a service standard of 0.018 spaces/capita or \$124/capita. This level of investment provides the City with \$4,562,911 for eligible future DC funding over the 10 year forecast period.

The City has identified two projects relating to growth including an expansion to the parking available along Lakeshore Dr. and a new parking lot at the Allandale GO Train station. The total cost of these projects is \$12,001,000, with an existing benefit of \$7,286,000 and a post period benefit of \$153,000. After the 10% mandatory deduction, \$4,105,710 has been included in the DC calculation.

An allocation of 71% residential and 29% non-residential has been attributed to parking services based on the incremental 10-year population and employment forecast.



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### **5.2.7 Social Housing**

The County of Simcoe is the owner and manager of the Simcoe County Housing Corporation (SCHC). Social housing is provided through SCHC to families and individuals throughout the County including the City of Barrie. The City of Barrie is responsible for 26.23% of the costs associated with social housing and thus is required to assist in funding the need for additional social housing units to service needs in the future attributable to growth. The service standard information provided is based on the County's Development Charge Background Study and the capital needs are based on their 2014 capital budget.

Currently, there is currently a total of 994,923 square feet associated with social housing units available throughout the County of Simcoe, with Barrie responsible for 260,968 square feet, based on their 26.23% share. This service standard equates to 1.95 sq.ft./capita or \$315/capita. This level of services provides the City with \$11,545,820 for future DC funding, over the 10-year forecast period.

Currently there is one project identified which will add 54 additional units. The total cost of this project is estimated by the County at \$11,621,338 of which \$8,878,047 is attributable to the County of Simcoe and Town of Orillia and \$2,743,291 is attributable to the City of Barrie. This amount, prior to the 10% mandatory deduction, has been included in the DC calculations.

Social Housing is a residential-based service and therefore the growth-related capital costs have been allocated 100% residential and 0% non-residential.





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### **5.3 Service Levels and 18-Year Capital Costs for Barrie's DC Calculation**

This section evaluates the development-related capital requirements for those services with 18-year capital costs.

#### **5.3.1 Roads**

The City's current roads program is based on the Multi-Modal Active Transportation Master Plan, January, 2014, which was undertaken by Genivar Inc. (now WSP Canada). This transportation master plan was a "roadmap" developed to ensure a well-balanced transportation network to service future needs of existing and future residents, subsequently, through the fiscal impact analysis process (undertaken to assess the impact of the Salem and Hewitt's Secondary Plans), a number of refinements to cost and timing of certain projects were made by City staff to assist in providing an implementation plan that was financially sustainable and allowed for growth to proceed through the former City of Barrie municipal boundary as well as the Salem & Hewitt's Secondary Plans.

The total capital program identified includes expansions, upgrades and improvements to roads including the extension of the road network into the secondary plan areas. Two additional interchanges with Highway 400 have been identified along with projects to provide active transportation alternatives, additional sidewalks and boulevard pathways, and cycling facilities. Additional works related to streetlights, traffic lights and bridges have also been included. The total cost of these projects is \$969,278,610. Of this total, \$55,057,900 will benefit growth in the post 2031 forecast period, \$263,800,300 is attributable to existing and \$37,673,955 of funding from MTO, towards the interchange projects, have been identified. These amounts have been deducted along with the surplus in the DC reserve fund of \$20,598,376 resulting in a net growth related cost of \$592,148,079 for inclusion in the DC calculations.

The residential/non-residential allocation of the road works is based on trip generation information Multi-Modal Active Transportation Master Plan, January, 2014, which was undertaken by Genivar Inc. (now WSP Canada). This resulted in a split of 65% residential and 35% non-residential.

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

City of Barrie  
Service: Roads

Pj. No	Increased Service Needs Attributable to Anticipated Development 2014-2031	Timing (year)	Gross Capital Cost Estimate (2014\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Benefit to Existing Development	Less: Grants, Subsidies and Other Contributions Attributable to New	Potential DC Recoverable Cost			
									Total	Residential Share 65%	Non-Residential Share 35%	
<b>ROADS</b>												
1	0308 Engineering - Municipal Roads Capital - Ferndale: Tiffin - Dunlop	2014	353,000	-		353,000	118,900			234,100	152,165	81,935
2	0339 Engineering - Municipal Roads Capital - Harvie Rd: Essa - Bryne	2014	173,400	-		173,400	44,900			128,500	83,525	44,975
3	0377 Engineering - Municipal Roads Capital - Hanmer: Finlay - Bayfield	2014	75,000	-		75,000	20,200			54,800	35,620	19,180
4	0469 Engineering - Municipal Roads Capital - Duckwith St- Bernick to Cundles	2014	5,333,800	-		5,333,800	4,869,400			464,400	301,860	162,540
5	0538 Engineering - Municipal Roads Capital - Bayview Dr.:Mapleview S-200m	2014	7,260	-		7,260	1,400			5,860	3,809	2,051
6	0542 Engineering - Municipal Roads Capital - Ferndale Dr:Dunlop-Edgehill	2014	19,530	-		19,530	6,500			13,030	8,469	4,560
7	0544 Engineering - Municipal Roads Capital - Cundles Rd. E:Duckworth-Living	2014	1,425,300	-		1,425,300	647,300			778,000	505,700	272,300
8	0545 Engineering - Municipal Roads Capital - Toronto St:Dunlop-Ross	2014	34,100	-		34,100	24,000			10,100	6,565	3,535
9	0547 Engineering - Municipal Roads Capital - Essa Rd: Ferndale-Coughlin	2014	607,400	-		607,400	159,600			447,800	291,070	156,730
10	0615 Engineering - Municipal Roads Capital - Mapleview Dr: Welham-Huronla	2014	30,300	-		30,300	7,800			22,500	14,625	7,875
11	0626 Engineering - Municipal Roads Capital - Essa Rd: Anne to Fairview	2014	3,166,500	-		3,166,500	1,450,400			1,716,100	1,115,465	600,635
12	0683 Engineering - Municipal Roads Capital - Duckworth Collector Road	2014	366,200	-		366,200	224,200			142,000	92,300	49,700
13	1120 Engineering - Municipal Roads Capital - Ross St: Wellington-Toronto	2014	98,200	-		98,200	82,300			15,900	10,335	5,565
14	1135 Engineering - Municipal Roads Capital - Mapleview Dr.E:Huronla-Country	2014	405,000	-		405,000	110,400			294,600	191,490	103,110
15	1224 Engineering - Municipal Roads Capital - Lakeshore Dr.Toronto-Victoria	2014-2015	4,088,900	-		4,088,900	2,106,400			1,982,500	1,288,625	693,875
16	1400 Dunlop Tiffin/Miller Inter Imp	2014	1,192,600	-		1,192,600	795,100			397,500	258,375	139,125
17	0119 Dunlop - Anne to Leacock EA	2014	(51,540)	-		(51,540)	(15,100)			(36,440)	(23,686)	(12,754)
18	0651 Harvie Rd/Big Bay Point Class EA	2014	360,300	-		360,300	80,800			279,500	181,675	97,825
19	0689 Bryne Dr - South of Essa to Caplan EA	2012	8,260	-		8,260	1,300			6,960	4,524	2,436
<b>New Roads:</b>												
20	Anne-Baldwin Connector - Adelaide Street to Innisfil Street	2027-2031	1,817,000	-		1,817,000	636,000			1,181,000	767,650	413,350
21	Bryne Drive - Existing Cul-de-Sac to Existing Cul-de-Sac	2017-2024	7,765,000	-		7,765,000	2,717,800			5,047,200	3,280,680	1,766,520
22	Big Bay Point Road - Bryne Drive to East of Fairview Road	2014-2021	15,729,000	-		15,729,000	5,505,200			10,223,800	6,645,470	3,578,330
23	Harvie Road - 250m west of Bryne Drive to Bryne Drive	2018-2022	1,379,000	-		1,379,000	482,700			896,300	582,595	313,705
24	Welham Road - South Cul-de-Sac to Lockhart Road	2018-2025	3,193,000	-		3,193,000	1,117,600			2,075,400	1,349,010	726,390
25	Ross Street - Bayfield Street to Maple Avenue	2022-2029	4,420,000	-		4,420,000	1,547,000			2,873,000	1,867,450	1,005,550
<b>Interchanges:</b>												

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

City of Barrie  
Service: Roads

Pj. No	Increased Service Needs Attributable to Anticipated Development 2014-2031	Timing (year)	Gross Capital Cost Estimate (2014\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Benefit to Existing Development	Less: Grants, Subsidies and Other Contributions Attributable to New	Potential DC Recoverable Cost		
									Total	Residential Share 65%	Non-Residential Share 35%
26	Duckworth Interchange	2013-2016	14,868,000	-		14,868,000	1,660,000	11,548,000	1,660,000	1,079,000	581,000
27	Harvie / Big Bay Point Interchange	2024-2031	26,282,000	-		26,282,000	8,760,700		17,521,300	11,388,845	6,132,455
	<b>Roads Widened with Additional Through Lanes and AT:</b>										
28	Georgian Drive - Duckworth Street to Penetanguishene Road	2015-2025	20,581,000	-		20,581,000	7,203,400		13,377,600	8,695,440	4,682,160
29	Cundles Road East - Livingstone Street East to Duckworth Street	2015-2018	9,921,000	-		9,921,000	775,400	7,705,700	1,439,900	935,935	503,965
30	Duckworth Street - Bell Farm Road to Cundles Road East	2015-2018	17,669,000	-		17,669,000	1,380,900	13,723,500	2,564,600	1,666,990	897,610
31	Bayfield Street - Grove Street to Heather Street	2018-2025	31,594,000	-		31,594,000	11,057,900		20,536,100	13,348,465	7,187,635
32	Ferndale Drive North - Tiffin Street to Edgemoor Drive	2015-2018	7,295,000	-		7,295,000	2,553,300		4,741,700	3,082,105	1,659,595
33	Dunlop Street West - Ferndale Drive North to Barrie City Limits	2017-2024	8,437,000	-		8,437,000	2,953,000		5,484,000	3,564,600	1,919,400
34	Dunlop Street West - Anne street to Cedar Pointe Drive	2019-2026	22,854,000	-		22,854,000	7,998,900		14,855,100	9,655,815	5,199,285
35	Essa Road - Fairview Road to Highway 400 S-E/W Ramp	2019-2026	13,673,000	-		13,673,000	4,785,600		8,887,400	5,776,810	3,110,590
36	East of Burton Avenue - Bayview Drive to Milburn Street	2027-2031	2,014,000	-		2,014,000	704,900		1,309,100	850,915	458,185
37	Harvie Road - 250m west of Bryne Drive to Veterans Drive	2019-2026	6,234,000	-		6,234,000	2,181,900		4,052,100	2,633,865	1,418,235
38	Big Bay Point Road - East of Fairview Road to Huronia Road Ph 1	2015-2022	7,099,000	-		7,099,000	2,484,700		4,614,300	2,999,295	1,615,005
39	Big Bay Point Road - East of Fairview Road to Huronia Road Ph 2	2024-2031	7,099,000	-		7,099,000	2,484,700		4,614,300	2,999,295	1,615,005
40	Mapleview Drive - Huronia Road to Country Lane	2015-2020	14,226,000	-		14,226,000	4,979,100		9,246,900	6,010,485	3,236,415
41	Essa Road - Osmington Entrance to Fairview Road	2015-2020	5,203,000	-		5,203,000	1,821,100		3,381,900	2,198,235	1,183,665
42	Essa Road - Highway 400 S-E/W Ramp to Ardagh Road / Bryne Drive	2015-2020	2,615,000	-		2,615,000	915,300		1,699,700	1,104,805	594,895
43	Bryne Drive - Mapleview Drive to South of Mapleview Drive	2016-2023	4,520,000	-		4,520,000	1,582,000		2,938,000	1,909,700	1,028,300
44	St. Vincent - Sperling to Bell Farm	2024-2031	12,721,000	-		12,721,000	4,452,400		8,268,600	5,374,590	2,894,010
45	Tiffin Street - Lakeshore to Ferndale Drive	2018-2025	33,272,000	-		33,272,000	11,645,200		21,626,800	14,057,420	7,569,380
46	Lakeshore / Tollendal - Tiffin to Bay Lane	2024-2031	15,143,000	-		15,143,000	5,300,100		9,842,900	6,397,885	3,445,015
47	Huronia Road - Herral Avenue to Big Bay Point Road	2017-2024	5,651,000	-		5,651,000	1,977,900		3,673,100	2,387,515	1,285,585
48	Essa Road - Ferndale Drive / Veterans Drive to Mapleton Commerce Park Drive - Bryne Drive to 140m West of Bryne Drive	2017-2024 2027-2031	5,270,000 977,000	- -		5,270,000 977,000	1,844,500 342,000		3,425,500 635,000	2,226,575 412,750	1,199,925 222,250
	<b>Roads Widened with Two-Way Left Turn Lane Only and AT:</b>										
50	Bayview Drive - Little Avenue to Big Bay Point Road	2024-2031	8,077,000	-		8,077,000	2,827,000		5,250,000	3,412,500	1,837,500
51	Big Bay Point Road - Loon Avenue to Dean Avenue	2024-2031	10,383,000	-		10,383,000	3,634,100		6,748,900	4,386,785	2,362,115
52	Wellington Street West - Bayfield Street to Sunnidale Road	2024-2031	3,751,000	-		3,751,000	1,312,900		2,438,100	1,584,765	853,335
53	Anne Street North - Dunlop Street West to Wellington Street	2024-2031	2,698,000	-		2,698,000	944,300		1,753,700	1,139,905	613,795

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

City of Barrie  
Service: Roads

Pj. No	Increased Service Needs Attributable to Anticipated Development 2014-2031	Timing (year)	Gross Capital Cost Estimate (2014\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Benefit to Existing Development	Less: Grants, Subsidies and Other Contributions Attributable to New	Potential DC Recoverable Cost		
									Total	Residential Share 65%	Non-Residential Share 35%
54	Anne Street South - Tiffin Street to Essa Road	2024-2031	4,535,000	-		4,535,000	1,587,300		2,947,700	1,916,005	1,031,695
55	Anne Street South - Essa Road to Adelaide Street	2024-2031	698,000	-		698,000	230,300		427,700	278,005	149,695
56	Baldwin Lane - Innisfil Street to Bayview Drive	2024-2031	3,790,000	-		3,790,000	1,326,500		2,463,500	1,601,275	862,225
57	Little Avenue - Yonge Street to Hurst Drive	2019-2026	3,221,000	-		3,221,000	1,127,400		2,093,600	1,360,840	732,760
58	Byrne Drive - South of Essa Road to North Cul-de-sac	2015-2020	2,662,000	-		2,662,000	931,700		1,730,300	1,124,695	605,605
59	Byrne Drive - South Cul-de-sac to North of Caplan Avenue	2015-2020	1,165,000	-		1,165,000	407,800		757,200	492,180	265,020
60	Innisfil Street - Tiffin Street to Essa Road	2024-2031	2,936,000	-		2,936,000	1,027,600		1,908,400	1,240,460	667,940
61	Blake Street - Collier Street to Shanty Bay Road	2015-2025	9,298,000	-		9,298,000	3,254,300		6,043,700	3,928,405	2,115,295
62	Essa Road - Anne Street South to Osmington Entrance	2015-2020	2,597,000	-		2,597,000	909,000		1,688,000	1,097,200	590,800
63	Essa Road - Mapleton to Former City Limits	2015-2022	7,468,000	-		7,468,000	2,613,800		4,854,200	3,155,230	1,698,970
64	Fairview Road - Essa Road to Little Avenue	2019-2026	4,355,000	-		4,355,000	1,524,300		2,830,700	1,839,955	990,745
65	Harvie Road - Veterans Drive to Essa Road	2015-2020	2,591,000	-		2,591,000	906,900		1,684,100	1,094,665	589,435
66	Tiffin Street - Ferndale Drive to Dunlop Street West	2024-2031	11,281,000	-		11,281,000	3,948,400		7,332,600	4,766,190	2,566,410
67	Minet's Point Road - Lakeshore Drive / Tollendal Mill Road to Yonge Street	2024-2031	3,880,000	-		3,880,000	1,358,000		2,522,000	1,639,300	882,700
68	Welham Road - Big Bay Point Road to Mapleview Drive East	2024-2031	7,189,000	-		7,189,000	2,516,200		4,672,800	3,037,320	1,635,480
69	Welham Road - Mapleview Drive East to South Cul-de-sac	2024-2031	3,270,000	-		3,270,000	1,144,500		2,125,500	1,381,575	743,925
70	Ross Street - Toronto Street to Maple Avenue	2021-2025	1,945,000	-		1,945,000	680,800		1,264,200	821,730	442,470
71	Collier Street - Poyntz Street to Blake Street	2021-2025	2,739,000	-		2,739,000	958,700		1,780,300	1,157,195	623,105
72	Bayview Drive - Burton Avenue to Springhome Road	2016-2023	3,078,000	-		3,078,000	1,077,300		2,000,700	1,300,455	700,245
73	Anne Street North - Wellington Street to Edgheill Drive	2024-2031	11,925,000	-		11,925,000	4,173,800		7,751,200	5,038,280	2,712,920
74	Huronion Road - Big Bay Point Road to Lockhart Road	2022-2029	16,995,000	-		16,995,000	5,948,300		11,046,700	7,180,355	3,866,345
75	Bayview Drive - Springhome Road to Little Avenue	2024-2031	3,556,000	-		3,556,000	1,244,600		2,311,400	1,502,410	808,990
76	Welham Road, Truman, Hamilton - Huronia to Big Bay Point Road	2022-2029	6,511,000	-		6,511,000	2,278,900		4,232,100	2,750,865	1,481,235
77	Bell Farm Road - St. Vincent Street to West of Duckworth Street	2024-2031	3,312,000	-		3,312,000	1,159,200		2,152,800	1,399,320	753,480
78	Ardagh Road - Patterson to Essa	2018-2025	5,454,000	-		5,454,000	1,908,900		3,545,100	2,304,315	1,240,785
79	Bradford - High to Tiffin	2024-2031	19,137,000	-		19,137,000	6,698,000		12,439,000	8,085,350	4,353,650
80	Little Avenue - Fairview Road to Yonge	2024-2031	19,538,000	-		19,538,000	6,838,300		12,699,700	8,254,805	4,444,895
<b>Roads Reconstructed to Urban Standard (No Additional Vehicle Lanes) with AT Added:</b>											
81	Penetanguishene Road - Steel Street to Barrie City Limits	2024-2031	9,056,000	-		9,056,000	3,169,600		5,886,400	3,826,160	2,060,240
82	Miller Drive - Dunlop Street West to Edgheill Drive	2024-2031	7,376,000	-		7,376,000	2,581,600		4,794,400	3,116,360	1,678,040
83	Hart Drive - Dunlop Street West to Vespra Street	2024-2031	5,295,000	-		5,295,000	1,853,300		3,441,700	2,237,105	1,204,595
84	Dymont Road - Vespra Street to Tiffin Street	2024-2031	4,788,000	-		4,788,000	1,675,800		3,112,200	2,022,930	1,089,270
85	Churchill Drive - Bayview Drive to Welham Road	2024-2031	2,877,000	-		2,877,000	1,007,000		1,870,000	1,215,500	654,500
86	Saunders Road - Bayview Drive to Huronia Road	2024-2031	5,963,000	-		5,963,000	2,087,100		3,875,900	2,519,335	1,356,565
<b>Roads Widened for Cycling Only</b>											
87	Duckworth Street - Codrington Street to Penetang Street	2027-2031	391,000	-		391,000	136,900		254,100	165,165	88,935

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

City of Barrie  
Service: Roads

Pj. No	Increased Service Needs Attributable to Anticipated Development 2014-2031	Timing (year)	Gross Capital Cost Estimate (2014\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Benefit to Existing Development	Less: Grants, Subsidies and Other Contributions Attributable to New	Potential DC Recoverable Cost		
									Total	Residential Share 65%	Non-Residential Share 35%
88	Bayfield Street - Livingstone Street to Heather Street	2027-2031	244,000	-		244,000	85,400		158,600	103,090	55,510
89	Cundles Road East - Bayfield Street to St. Vincent Street	2024-2031	2,341,000	-		2,341,000	819,400		1,521,600	989,040	532,560
90	Cundles Road East - St. Vincent Street to Livingstone Street East	2027-2031	1,186,000	-		1,186,000	415,100		770,900	501,085	269,815
91	Sunnidale Road - Cundles Road West to Letitia Street	2027-2031	1,839,000	-		1,839,000	643,700		1,195,300	776,945	418,355
92	Ferndale Drive South - Summerset Drive to Ardagh Road	2027-2031	1,370,000	-		1,370,000	479,500		890,500	578,825	311,675
93	Edgehill Drive - Miller Drive to East of Pringle Drive	2027-2031	1,279,000	-		1,279,000	447,700		831,300	540,345	290,955
94	Blake Street - Shanty Bay Road to Penetanguishene Road	2027-2031	748,000	-		748,000	261,800		486,200	316,030	170,170
95	Shanty Bay Road - Crestwood Drive to Barrie City Limits	2027-2031	244,000	-		244,000	85,400		158,600	103,090	55,510
96	Hurst Drive - Cox Mill Road to Bruce Crescent	2027-2031	298,000	-		298,000	104,300		193,700	125,905	67,795
97	Burton Avenue - Robinson Street to Yonge Street	2027-2031	1,003,000	-		1,003,000	351,100		651,900	423,735	228,165
98	Yonge Street - Burton Avenue to Mapleview Drive	2024-2031	6,076,000	-		6,076,000	2,126,600		3,949,400	2,567,110	1,382,290
99	Bryne Drive - Essa Road to South of Essa Road	2027-2031	885,000	-		885,000	309,800		575,200	373,880	201,320
100	Bryne Drive - North of Caplan Avenue to Mapleview Drive	2027-2031	1,170,000	-		1,170,000	409,500		760,500	494,325	266,175
101	Bryne Drive - Commerce Park Drive to Commerce Park Drive	2027-2031	711,000	-		711,000	248,900		462,100	300,365	161,735
102	Fairview Road - Little Avenue to Big Bay Point Road	2027-2031	2,243,000	-		2,243,000	785,100		1,457,900	947,635	510,265
103	Big Bay Point Road - Ashford Drive to East of Prince William Way	2027-2031	4,075,000	-		4,075,000	1,426,300		2,648,700	1,721,855	927,045
104	Mapleton Avenue - Ardagh Road to Silvercreek Crescent	2027-2031	303,000	-		303,000	106,100		196,900	127,985	68,915
105	Veterans Drive - Essa Road to Harvie Road	2027-2031	713,000	-		713,000	249,600		463,400	301,210	162,190
106	Huronion Road - Yonge Street to Herrell Avenue	2027-2031	9,535,000	-		9,535,000	3,337,300		6,197,700	4,028,505	2,169,195
107	Dunlop Street West - Cedar Pointe Drive to Ferndale Drive North	2027-2031	1,433,000	-		1,433,000	501,600		931,400	605,410	325,990
108	St. Vincent Street - Sperling Drive to Livingstone Street East	2027-2031	1,911,000	-		1,911,000	668,900		1,242,100	807,365	434,735
109	St. Vincent Street - Wellington Street East to Rose Street	2027-2031	1,393,000	-		1,393,000	487,600		905,400	588,510	316,890
110	Bayfield Street - Livingstone Street to Barrie City Limits	2027-2031	1,112,000	-		1,112,000	389,200		722,800	469,820	252,980
111	Cundles Road West - Bayfield Street to Sunnidale Road	2024-2031	2,746,000	-		2,746,000	961,100		1,784,900	1,160,185	624,715
112	Livingstone Street West - Bayfield Street to Kozlov Street	2027-2031	1,083,000	-		1,083,000	379,100		703,900	457,535	246,365
113	Livingstone Street East - Bayfield Street to St. Vincent Street	2024-2031	3,241,000	-		3,241,000	1,134,400		2,106,600	1,369,290	737,310
114	Bell Farm Road - West of Duckworth Street to Duckworth Street	2027-2031	806,000	-		806,000	282,100		523,900	340,535	183,365
115	Anne Street North - Letitia Street to Castle Drive	2027-2031	229,000	-		229,000	80,200		148,800	96,720	52,080
116	Mapleview Drive West - Reid Drive to Essa Road	2027-2031	1,726,000	-		1,726,000	604,100		1,121,900	729,235	392,665
117	Commerce Park Drive - 140m West of Bryne Drive to Veterans Drive	2027-2031	1,297,000	-		1,297,000	454,000		843,000	547,950	295,050
118	Wellington Street West - Sunnidale Road to Donald Street	2024-2031	2,462,000	-		2,462,000	861,700		1,600,300	1,040,195	560,105
119	Donald Street - Anne Street North to Wellington Street West	2027-2031	252,000	-		252,000	88,200		163,800	106,470	57,330
120	Big Bay Point Road - Huronia Road to Loon Avenue	2027-2031	1,100,000	-		1,100,000	385,000		715,000	464,750	250,250

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

City of Barrie  
Service: Roads

Pj. No	Increased Service Needs Attributable to Anticipated Development 2014-2031	Timing (year)	Gross Capital Cost Estimate (2014\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Benefit to Existing Development	Less: Grants, Subsidies and Other Contributions Attributable to New	Potential DC Recoverable Cost		
									Total	Residential Share 65%	Non-Residential Share 35%
121	Big Bay Point Road - Dean Avenue to Ashford Drive	2027-2031	1,713,000	-		1,713,000	599,600		1,113,400	723,710	389,690
122	High Street - Bradford Street to Dunlop Street West	2027-2031	132,000	-		132,000	46,200		85,800	55,770	30,030
123	Cundles Road West - Sunnisdale Road to Anne Street North	2027-2031	318,000	-		318,000	111,300		206,700	134,355	72,345
124	St. Vincent Street - Rose Street to Bell Farm Road	2027-2031	442,000	-		442,000	154,700		287,300	186,745	100,555
125	Ferndale Drive North - Anne Street South to Fairview Road	2027-2031	1,278,000	-		1,278,000	447,300		830,700	539,955	290,745
126	Ardagh Road - Tiffin Street to Dunlop Street West	2027-2031	1,460,000	-		1,460,000	511,000		949,000	616,850	332,150
	<b>Road Improved in Intensification Corridors for AT and Streetscape:</b>										
127	Dunlop Street West - Anne Street to High Street	2024-2031	2,332,000	-		2,332,000	816,200		1,515,800	985,270	530,530
128	Essa Road - Tiffin Street to Cumberland Street	2027-2031	591,000	-		591,000	206,900		384,100	249,665	134,435
129	Duckworth Street - Bell Farm Road to Wellington Street East	2027-2031	1,878,000	-		1,878,000	657,300		1,220,700	793,455	427,245
130	Bayfield Street - Ross Street to Grove Street	2024-2031	2,521,000	-		2,521,000	882,400		1,638,600	1,065,090	573,510
131	Essa Road - Cumberland Street to Anne Street South	2027-2031	1,361,000	-		1,361,000	476,400		884,600	574,990	309,610
	<b>Roads Restriped with Reduction in Through Lanes for Cycling and/or TWLTL:</b>										
132	Cundles Road West - Anne Street North to Leacock Drive	2021	14,100	-		14,100	4,900		9,200	5,980	3,220
133	Livingstone Street West - Kozlov Street to Anne Street North	2021	32,500	-		32,500	11,400		21,100	13,715	7,385
134	Ferndale Drive North - Benson Drive to Livingstone Street West	2021	17,800	-		17,800	6,200		11,600	7,540	4,060
135	Hurst Drive - Big Bay Point Road to Cox Mill Road	2016	52,700	-		52,700	18,400		34,300	22,295	12,005
136	Ardagh Road - Ferndale Drive South to County Road 27	2016	72,400	-		72,400	25,300		47,100	30,615	16,485
137	Dean Avenue - Big Bay Point Road to Madelaine Drive	2021	25,200	-		25,200	8,800		16,400	10,660	5,740
138	Madelaine Drive - Yonge Street to Mapleview Drive	2016	37,100	-		37,100	13,000		24,100	15,665	8,435
139	Prince William Way - Big Bay Point Road to Mapleview Drive	2016	44,300	-		44,300	15,500		28,800	18,720	10,080
140	Mulcaster Street - Collier Street to Worsely Street	2016	5,600	-		5,600	2,000		3,600	2,340	1,260
141	Collier Street - Mulcaster Street to Owen Street	2016	8,200	-		8,200	2,900		5,300	3,445	1,855
	<b>Roads with Bike Lane Striping Added</b>										
142	Mulcaster Street - Penetang Street to Lakeshore Drive	2016	12,500	-		12,500	4,400		8,100	5,265	2,835
143	Duckworth Street - Wellington Street East to Penetang Street	2021	7,300	-		7,300	2,600		4,700	3,055	1,645
144	St. Vincent Street - Barrie City Limits to Livingstone Street East	2031	9,400	-		9,400	3,300		6,100	3,965	2,135
145	St. Vincent Street - Wellington Street East to Penetang Street	2031	2,300	-		2,300	800		1,500	975	525
146	Stanley Street - Hammer Street East to Livingstone Street East	2031	9,600	-		9,600	3,400		6,200	4,030	2,170
147	Cundles Road West - Livingstone Street West to Leacock Drive	2021	13,900	-		13,900	4,900		9,000	5,850	3,150

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

City of Barrie  
Service: Roads

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								Grants, Subsidies and Other Contributions Attributable to New	Residential Share 65%	Non-Residential Share 35%		
							Total	Residential Share 65%	Non-Residential Share 35%			
148	Livingstone Street West - Ferndale Drive North to Anne Street North	2021	19,000	-		19,000	6,700			12,300	7,995	4,305
149	Livingstone Street East - St. Vincent Street to Cundlies Road East	2021	16,800	-		16,800	5,900			10,900	7,085	3,815
150	Sunnidale Road - Barrie City Limits to Cundlies Road West	2021	15,400	-		15,400	5,400			10,000	6,500	3,500
151	Sunnidale Road - Letitia Street to Wellington Street West	2021	8,500	-		8,500	3,000			5,500	3,575	1,925
152	Ross Street - Wellington Street West to Toronto Street	2021	4,400	-		4,400	1,500			2,900	1,885	1,015
153	Anne Street North - Barrie City Limits to Sunnidale Road	2021	11,900	-		11,900	4,200			7,700	5,005	2,695
154	Edgehill Drive - East of Pringle Drive to Anne Street North	2031	27,500	-		27,500	9,600			17,900	11,635	6,265
155	Collier Street - Bayfield Street to Poyntz Street	2021	11,400	-		11,400	4,000			7,400	4,810	2,590
156	Victoria Street - Bradford Street to Lakeshore Drive	2021	3,300	-		3,300	1,200			2,100	1,365	735
157	Summerset Drive - Ardagh Road to Ferndale Drive South	2031	25,900	-		25,900	9,100			16,800	10,920	5,880
158	Maple Avenue - Silvercreek Crescent to Essa Road	2031	33,200	-		33,200	11,600			21,600	14,040	7,560
159	Caplan Avenue - Veterans Drive to Reid Drive	2016	5,300	-		5,300	1,900			3,400	2,210	1,190
160	Reid Drive - Caplan Avenue to Old City Limits	2016	15,200	-		15,200	5,300			9,900	6,435	3,465
161	Marsellus Drive - Mapleton Avenue to Mapleview Drive	2016	21,300	-		21,300	7,500			13,800	8,970	4,830
162	Dean Avenue - Madeline Drive to Mapleview Drive	2016	11,100	-		11,100	3,900			7,200	4,680	2,520
163	Dunn Street - Essa Road to Cul-de-Sac	2016	3,500	-		3,500	1,200			2,300	1,495	805
164	Stunden Lane - Mapleview Drive to Patrick Drive	2016	4,700	-		4,700	1,600			3,100	2,015	1,085
165	Patrick Drive - Stunden Lane to Old City Limits	2016	4,600	-		4,600	1,600			3,000	1,950	1,050
166	Finsbury Street - Lockhart Road to Finchurch Manor	2026	2,600	-		2,600	900			1,700	1,105	595
167	Fenchurch Manor - Finsbury Street to Old City Limits	2026	2,700	-		2,700	900			1,800	1,170	630
168	The Queensway - Winchester Terrace to Prince William Way	2016	9,200	-		9,200	3,200			6,000	3,900	2,100
169	Caplan Avenue - Bryne Drive to Veterans Drive	2021	9,600	-		9,600	3,400			6,200	4,030	2,170
<b>Bicycle Boulevards</b>												
170	Codrington Street - Mulcaster Street to Duckworth Street	2020-2021	102,000	-		102,000	35,700			66,300	43,095	23,205
171	Mulcaster Street - Peneleng Street to Cul-de-sac	2015-2016	14,400	-		14,400	5,000			9,400	6,110	3,290
172	Queen Street - Bercy Street to Duckworth Street	2030-2031	115,000	-		115,000	40,300			74,700	48,555	26,145
173	Bercy Street - Queen Street to Gunn Street	2015-2016	20,900	-		20,900	7,300			13,600	8,840	4,760
174	Gunn Street - Bercy Street to Davidson Street	2015-2016	5,800	-		5,800	2,000			3,800	2,470	1,330
175	Davidson Street - Gunn Street to Rose Street	2015-2016	69,600	-		69,600	24,400			45,200	29,380	15,820
176	Rose Street - Davidson Street to St. Vincent Street	2015-2016	65,500	-		65,500	22,900			42,600	27,690	14,910
177	Ashford Drive - Yonge Street to Big Bay Point Road	2015-2016	51,300	-		51,300	18,000			33,300	21,645	11,655
178	Winchester Terrace - The Queensway to East of Diana Way	2015-2016	19,400	-		19,400	6,800			12,600	8,190	4,410
179	Nelson Street - Codrington Street to Napier Street	2015-2016	27,200	-		27,200	9,500			17,700	11,505	6,195
180	Napier Street - Nelson Street to Nelson Street	2015-2016	2,500	-		2,500	900			1,600	1,040	560
181	Nelson Street - Napier Street to Georgian College	2015-2016	140,000	-		140,000	49,000			91,000	59,150	31,850
182	High Street - Dunlop Street West to Park Street	2020-2021	21,300	-		21,300	7,500			13,800	8,970	4,830
183	Shamrock Lane - The Queensway to Regalia Way	2030-2031	8,000	-		8,000	2,800			5,200	3,380	1,820
184	Oakside Court - Mapleton Avenue to Cul-de-sac	2030-2031	26,700	-		26,700	9,300			17,400	11,310	6,090

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

City of Barrie  
Service: Roads

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									Total	Residential Share 65%	Non-Residential Share 35%
185	Queue Jump Lanes	2014-2031	2,005,000	-		2,005,000	300,800		1,704,200	1,107,730	596,470
186	HOV Lanes	2017-2018	13,400	-		13,400	2,000		11,400	7,410	3,990
	<b>New Roads:</b>										
187	Mapleview Drive - Country Lane to Madelaine	2014-2017	4,233,000	-		4,233,000	635,000		3,598,000	2,338,700	1,259,300
188	Essa Road - Mapleview to City Limits	2015-2022	4,798,000	-		4,798,000	719,700		4,078,300	2,650,895	1,427,405
189	Salem Road - East of Highway 400 to West of Highway 400	2020-2024	12,091,000	5,784,800		6,306,200	1,813,700		4,492,500	2,920,125	1,572,375
190	McKay Interchange	2014-2022	23,213,000	-		23,213,000	3,482,000		19,731,000	12,825,150	6,905,850
	<b>Roads Widened with Additional Through Lanes and Cycling:</b>										
191	Big Bay Point Road - Prince William Way to Collector 11	2027-2028	4,287,000	2,051,000		2,236,000	643,100		1,592,900	1,035,385	557,515
192	Mapleview Drive - Madelaine to Yonge	2014-2018	8,256,000	-		8,256,000	1,238,400		7,017,600	4,561,440	2,456,160
193	Mapleview Drive - Yonge Street to Prince William Way	2014-2022	29,323,000	-		29,323,000	4,398,500		24,924,500	16,200,925	8,723,575
194	Lockhart Road - Bayview Drive to Yonge Street	2020-2024	36,497,000	17,461,300		19,035,700	5,474,600		13,561,100	8,814,715	4,746,385
195	McKay Road West - West Boundary of Interchange to Reid Drive	2014-2019	8,261,000	-		8,261,000	1,239,200		7,021,800	4,564,170	2,457,630
196	McKay Road East - East Boundary of Interchange to Huronia Road	2014-2020	8,068,000	-		8,068,000	1,210,200		6,857,800	4,457,570	2,400,230
197	Veterans Drive - Salem Road to 540m south of Salem Road	2014-2019	3,886,000	-		3,886,000	582,900		3,303,100	2,147,015	1,156,085
198	Veterans Drive - 540m south of Salem Road to McKay Road West	2014-2019	7,393,000	-		7,393,000	1,109,000		6,284,000	4,084,600	2,199,400
199	Yonge Street - Mapleview Drive East to Madelaine Drive	2014-2019	4,226,000	-		4,226,000	633,900		3,592,100	2,334,865	1,257,235
200	Lockhart Road - Yonge Street to Prince William Way	2022-2026	31,334,000	14,991,100		16,342,900	4,700,100		11,642,800	7,567,820	4,074,980
201	McKay Road West - Highway 400 to West Boundary of Interchange	2014-2022	12,039,000	-		12,039,000	1,124,900	4,540,000	6,374,100	4,143,165	2,230,935
202	McKay Road East - Highway 400 to East Boundary of Interchange	2014-2022	1,721,000	-		1,721,000	258,200		1,462,800	950,820	511,980
203	Yonge Street - Madelaine Drive to Lockhart Road	2022-2025	3,273,000	1,565,900		1,707,100	491,000		1,216,100	790,465	425,635
204	Huronia Rd - Lockhart Road to McKay Road	2014-2019	6,527,000	-		6,527,000	979,100		5,547,900	3,606,135	1,941,765
205	Lockhart Road - East of Highway 400 to Bayview Drive	2020-2024	3,390,000	1,621,900		1,768,100	508,500		1,259,600	818,740	440,860
206	Salem Road - West of Highway 400 to Veterans Drive	2020-2024	6,281,000	3,005,000		3,276,000	942,200		2,333,800	1,516,970	816,830
	<b>Roads Widened with Two-Way Left Turn Lane and Cycling:</b>										
207	Big Bay Point Road - Collector 11 to 280m east of Collector 11	2027-2028	1,024,000	489,900		534,100	153,600		380,500	247,325	133,175
208	Big Bay Point Road - 2010 Boundary to Collector 11	2014-2019	2,208,000	-		2,208,000	331,200		1,876,800	1,219,920	656,880
209	Mapleview Drive - Prince William Way to 430m east of Collector 11	2014-2019	5,523,000	-		5,523,000	828,500		4,694,500	3,051,425	1,643,075
210	Salem Road - Veterans Drive to County Road 27	2022-2024	6,500,000	3,109,800		3,390,200	975,000		2,415,200	1,569,880	845,320
211	Salem Road - CR27 Dunn	2014-2019	11,688,000	-		11,688,000	1,753,200		9,934,800	6,457,620	3,477,180
212	Lockhart Road - Prince William Way to 160m east of Collector 11	2019-2023	2,760,000	1,320,500		1,439,500	414,000		1,025,500	666,575	358,925
213	McKay Road - Reid Drive to 190m east of Collector 4	2014-2019	4,040,000	-		4,040,000	606,000		3,434,000	2,232,100	1,201,900



INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

City of Barrie  
Service: Roads

Pj. No	Increased Service Needs Attributable to Anticipated Development 2014-2031	Timing (year)	Gross Capital Cost Estimate (2014\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Benefit to Existing Development	Less: Grants, Subsidies and Other Contributions Attributable to New	Potential DC Recoverable Cost		
									Total	Residential Share 65%	Non-Residential Share 35%
214	Essa Road - Former City Limits to Trans-Canada Pipeline	2014-2019	7,258,000	-		7,258,000	1,088,700		6,169,300	4,010,045	2,159,255
215	Huronian Road - McKay Road to City Limits - Design only	2014-2019	79,000	-		79,000	11,900		67,100	43,615	23,485
216	McKay Road - 190m east of Collector 4 to 290m west of Collector 4	2019-2023	2,414,000	1,154,900		1,259,100	362,100		897,000	583,050	313,950
217	McKay Road - 290m west of Collector 4 to 630m west of Collector 4	2023-2027	1,861,000	890,400		970,600	279,200		691,400	449,410	241,990
218	Veterans Drive - McKay Road West to Barrie City Limits	2014-2019	3,339,000	-		3,339,000	500,900		2,838,100	1,844,765	993,335
219	Queue Jump Lanes	2027-2028	399,000	190,900		208,100	-		208,100	135,265	72,835
220	HOV Lanes	2027-2028	2,300	1,100		1,200	-		1,200	780	420
	<b>SIDEWALKS/BOULEVARD PATHWAYS &amp; OTHER CYCLING FACILITIES/OFF-ROAD PATHWAYS</b>										
221	0308 Engineering - SIDEWALK CONSTRUCTION CAPITAL - FERNDALE: TIFFIN - DUNLOP	2014	3,000	-		3,000	1,100		1,900	1,235	665
222	0308 Engineering - SIDEWALK CONSTRUCTION CAPITAL - FERNDALE: TIFFIN - DUNLOP	2014	1,500	-		1,500	500		1,000	650	350
223	0469 Engineering - SIDEWALK CONSTRUCTION CAPITAL - Duckworth St. Bernick to Cundles	2014	151,300	-		151,300	102,400		48,900	31,785	17,115
224	0544 Engineering - SIDEWALK CONSTRUCTION CAPITAL - Cundles Rd. E:Duckworth-Living	2014	172,200	-		172,200	60,900		111,300	72,345	38,955
225	0547 Engineering - SIDEWALK CONSTRUCTION CAPITAL - Essa Rd: Ferndale-Coughlin	2014	6,000	-		6,000	1,600		4,400	2,860	1,540
226	0615 Engineering - SIDEWALK CONSTRUCTION CAPITAL - Mapleview Dr: Welham-Huronian	2014	96,500	-		96,500	26,300		70,200	45,630	24,570
227	0626 Engineering - SIDEWALK CONSTRUCTION CAPITAL - Essa Rd: Anne to Fairview	2014	6,100	-		6,100	2,400		3,700	2,405	1,295
228	0683 Little Lake Drive Realignment - Duckworth to Cundles	2014	42,400	-		42,400	28,900		13,500	8,775	4,725
229	1120 Engineering - SIDEWALK CONSTRUCTION CAPITAL - Ross St: Wellington-Toronto	2014	29,800	-		29,800	25,000		4,800	3,120	1,680
230	1224 Engineering - SIDEWALK CONSTRUCTION CAPITAL - Lakeshore Dr: Toronto-Victoria	2014	13,500	-		13,500	7,000		6,500	4,225	2,275
231	1224 Engineering - SIDEWALK CONSTRUCTION CAPITAL - Lakeshore Dr: Toronto-Victoria	2014	172,000	-		172,000	88,600		83,400	54,210	29,190
232	1554 Victoria Street - Ellen to Lakeshore <b>Sidewalk - Infill</b>	2014	31,400	-		31,400	28,900		2,500	1,625	875
233	Sidewalk Infill	2014-2031	17,355,000	-		17,355,000	867,800		16,487,200	10,716,680	5,770,520
234	Simcoe Street - Toronto Street to Bradford Street	2017-2018	49,200	-		49,200	2,500		46,700	30,355	16,345
235	Ferndale Drive South - Ardagh Road to Cumming Drive	2014-2015	239,000	-		239,000	12,000		227,000	147,550	79,450
236	Ferndale Drive South - Cumming Drive to Essa Road	2014-2015	339,000	-		339,000	17,000		322,000	209,300	112,700
237	Ferndale Drive North - Edgehill Drive to Benson Drive	2017-2018	661,000	-		661,000	33,100		627,900	408,135	219,765
238	Hurst Drive - Little Avenue to Tollendal Mill Road	2026-2027	143,000	-		143,000	7,200		135,800	88,270	47,530
239	Mapleview Drive West - Essa Road to County Road 27	2022-2023	1,112,000	-		1,112,000	55,600		1,056,400	686,660	369,740

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

City of Barrie  
Service: Roads

Pj. No	Increased Service Needs Attributable to Anticipated Development 2014-2031	Timing (year)	Gross Capital Cost Estimate (2014\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Benefit to Existing Development	Less: Grants, Subsidies and Other Contributions Attributable to New	Potential DC Recoverable Cost			
									Total	Residential Share 65%	Non-Residential Share 35%	
<b>Off-Road Pathways</b>												
240	Nine Mile Portage Trail - Browning Trail to Trans-Canada Trail	2017-2018	183,000	-		183,000	9,200		173,800	112,970	60,830	
241	Bunkers Creek Trail - Bradford Street to Waterfront Trail	2017-2018	107,000	-		107,000	5,400		101,600	66,040	35,560	
242	Dyments Creek Trail - John Street to East of Waterfront Trail	2017-2018	302,000	-		302,000	15,100		286,900	186,485	100,415	
243	Patterson Road Pathway - Patterson Road to Essa Road Pipeline Trail	2027-2028	160,000	-		160,000	8,000		152,000	98,800	53,200	
244	Harvie Road Pathway - Mapleton Avenue to Trans-Canada Pipeline Trail	2027-2028	162,000	-		162,000	8,100		153,900	100,035	53,865	
245	East Bear Creek Trail - Trans-Canada Pipeline Trail to Former City Limits	2022-2023	194,000	-		194,000	9,700		184,300	119,795	64,505	
246	North Bear Creek Trail - Mapleview Drive West to East Bear Creek Trail	2022-2023	595,000	-		595,000	29,800		565,200	367,380	197,820	
247	South Kempenfelt Trail - Lover's Creek Trail to Dock Road	2022-2023	55,700	-		55,700	2,800		52,900	34,385	18,515	
248	South Kempenfelt Trail - Cox Mill Road to Hewitt's Creek Trail	2022-2023	452,000	-		452,000	22,600		429,400	279,110	150,290	
249	Hewitt's Creek - Crimson Ridge Connector - Hewitt's Creek Trail to Crimson Ridge Road	2022-2023	50,100	-		50,100	2,500		47,600	30,940	16,660	
250	Hewitt's Creek Trail - Lake Simcoe to Mapleview Drive East	2022-2023	927,000	-		927,000	46,400		880,600	572,390	308,210	
251	Georgian College Pathway - Duckworth Street to Cheltenham Road	2014-2015	540,000	-		540,000	27,000		513,000	333,450	179,550	
252	Nelson Connector - Georgian College Pathway to Nelson Street	2014-2015	38,300	-		38,300	1,900		36,400	23,660	12,740	
253	Gallie Connector - Georgian College Pathway to Gallie Court	2027-2028	122,000	-		122,000	6,100		115,900	75,335	40,565	
254	Nelson Pathway - Codrington Street to North Shore Trail	2027-2028	164,000	-		164,000	8,200		155,800	101,270	54,530	
255	Duckworth Pathway - Duckworth Street to North Shore Trail	2027-2028	273,000	-		273,000	13,700		259,300	168,545	90,755	
256	Mulcaster-Queen Connector - Mulcaster Street to Berczy Street	2014-2015	87,600	-		87,600	4,400		83,200	54,080	29,120	
257	Trans-Canada Pipeline Trail - Former City Limits to Dunlop Street West	2027-2028	2,453,000	-		2,453,000	122,700		2,330,300	1,514,695	815,605	
258	Trans-Canada Pipeline Trail - Miller Drive to Benson Drive	2027-2028	431,000	-		431,000	21,600		409,400	266,110	143,290	
259	Trans-Canada Trail - Minet's Point Road to Lover's Creek Trail	2017-2018	109,000	-		109,000	5,500		103,500	67,275	36,225	
260	Lover's Creek Trail - Tollendal Mill Road to Trans-Canada Trail	2022-2023	168,000	-		168,000	8,400		159,600	103,740	55,860	
261	Trans-Canada Trail / Lover's Creek Trail - South of Hurst Drive to Lockhart Road	2017-2018	2,327,000	-		2,327,000	116,400		2,210,600	1,436,890	773,710	
262	North Shore Trail - Barrie City Limits to Mulcaster Street	2022-2023	1,326,000	-		1,326,000	66,300		1,259,700	818,805	440,895	
263	Waterfront Trail - Mulcaster Street to Tiffin Street	2014-2015	804,000	-		804,000	40,200		763,800	496,470	267,330	

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

City of Barrie  
Service: Roads

Pj. No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2014\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Benefit to Existing Development	Less: Grants, Subsidies and Other Contributions Attributable to New	Potential DC Recoverable Cost		
									Total	Residential Share 65%	Non-Residential Share 35%
264	2014-2031 Waterfront Trail - Tiffin Street to Minet's Point Road	2014-2015	745,000	-		745,000	37,300		707,700	460,005	247,695
265	Bishop-Alva Connector - Crawford Street to Bishop Drive	2027-2031	157,000	-		157,000	7,900		149,100	96,915	52,185
266	Ferndale-Browning Connector - Ferndale Drive North to Browning Trail	2017-2018	53,700	-		53,700	2,700		51,000	33,150	17,850
267	Trans-Canada Trail - Simcoe Street to Lakeshore Drive	2017-2018	39,900	-		39,900	2,000		37,900	24,635	13,265
268	Bayfield Connector - Lakeshore Drive to Waterfront Trail	2017-2018	8,000	-		8,000	400		7,600	4,940	2,660
269	St. Vincent Connector - Waterfront Trail to Blake Street	2022-2023	75,900	-		75,900	3,800		72,100	46,865	25,235
270	Tiffin Connector - Lakeshore Drive to Waterfront Trail	2014-2015	10,700	-		10,700	500		10,200	6,630	3,570
271	Victoria Connector - Lakeshore Drive to Waterfront Trail	2014-2015	11,200	-		11,200	600		10,600	6,890	3,710
272	Simcoe Connector - Lakeshore Drive to Waterfront Trail	2014-2015	73,000	-		73,000	3,700		69,300	45,045	24,255
273	Grove Street Extension Trail - Toronto Street to Sunnidale Road	2027-2028	176,000	-		176,000	8,800		167,200	108,680	58,520
274	Bear Creek School Trail - Bear Creek Secondary School to Woodfern Court	2027-2028	102,000	-		102,000	5,100		96,900	62,985	33,915
275	Queen's Park Trail - Ross Street to High Street	2017-2018	105,000	-		105,000	5,300		99,700	64,805	34,895
276	Allandale Connector - Cumberland Street to Burton Avenue	2017-2018	62,100	-		62,100	3,100		59,000	38,350	20,650
277	Cook Connector - Collingwood Street to North Shore Trail	2027-2028	72,100	-		72,100	3,600		68,500	44,525	23,975
278	Harvie Road Pathway - Oakside Court to Emms Drive	2022-2023	286,000	-		286,000	14,300		271,700	176,605	95,095
279	Sutherland Connector - South Kempenfelt Trail to North of Taylor Drive	2022-2023	43,200	-		43,200	2,200		41,000	26,650	14,350
280	Camelot Connector - Hewitt's Creek Trail to Camelot Square	2022-2023	100,000	-		100,000	5,000		95,000	61,750	33,250
281	East Lover's Creek Trail - Lower's Creek Trail to Former City Limits	2017-2028	185,000	-		185,000	9,300		175,700	114,205	61,495
282	Shamrock Trail - Hewitt's Creek Trail to Shamrock Lane	2022-2023	346,000	-		346,000	17,300		328,700	213,655	115,045
283	Loon-Country Connector - Loon Avenue to Country Lane	2022-2023	210,000	-		210,000	10,500		199,500	129,675	69,825
284	Internal Connector Pathways - 2026 - Various to Various	2022-2023	3,163,000	-		3,163,000	158,200		3,004,800	1,953,120	1,051,680
285	Internal Connector Pathways - 2031 - Various to Various	2027-2028	3,163,000	-		3,163,000	158,200		3,004,800	1,953,120	1,051,680
286	Internal Connector Pathway Aprons - Various to Various <b>Off-Road Pathways</b>	2022-2023	227,000	-		227,000	11,400		215,600	140,140	75,460
287	Trans-Canada Trail - 2031 Urban Boundary to Reid Drive	2020-2021	197,000			197,000	29,600		167,400	108,810	58,590
288	Trans-Canada Trail - Reid Drive to Bicycle Boulevard north of Collector 2	2029-2030	245,000	80,900		164,100	36,800		127,300	82,745	44,555
289	Trans-Canada Trail - Bicycle Boulevard south of Collector 2 to 2026 Urban Boundary	2029-2030	623,000	205,800		417,200	93,500		323,700	210,405	113,295
290	Trans-Canada Trail - 2026 Urban Boundary to Trans-Canada Pipeline Trail	2029-2030	302,000	99,700		202,300	45,300		157,000	102,050	54,950
291	Trans-Canada Trail / Trans-Canada Pipeline Trail - Trans-Canada Trail to Barrie City Limits	2029-2030	505,000	166,800		338,200	75,800		262,400	170,560	91,840
292	Trans-Canada Pipeline Trail - Trans-Canada Trail to Salem Road	2029-2030	484,000	159,900		324,100	72,600		251,500	163,475	88,025

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

City of Barrie  
Service: Roads

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									Total	Residential Share 65%	Non-Residential Share 35%
293	Trans-Canada Pipeline Trail - Salem Road to Former City Limits	2020-2021	301,000			301,000	45,200		255,800	166,270	89,530
294	Madelaine – Collector 10 Connector - Yonge Street to Collector 8	2020-2021	104,000			104,000	15,600		88,400	57,460	30,940
295	Madelaine – Collector 10 Connector - East of Collector 8 to Hewitt's Creek Trail	2020-2021	184,000			184,000	27,600		156,400	101,660	54,740
296	Winchester Terrace Trail - Winchester Terrace to West of Collector 11	2020-2021	48,700			48,700	7,300		41,400	26,910	14,490
297	West Bear Creek Trail - County Road 27 to East Bear Creek Trail	2020-2021	739,000			739,000	110,900		628,100	408,265	219,835
298	East Bear Creek Trail - Former City Limits to West Bear Creek Trail	2020-2021	522,000			522,000	78,300		443,700	288,405	155,295
299	East Bear Creek Trail - West Bear Creek Trail to Trans-Canada Trail	2029-2030	285,000	94,100		190,900	42,800		148,100	96,265	51,835
300	East Bear Creek Trail - Trans-Canada Trail to McKay Road West	2029-2030	140,000	46,200		93,800	21,000		72,800	47,320	25,480
301	East Bear Creek Trail - McKay Road West to Barrie City Limits	2020-2021	252,000			252,000	37,800		214,200	139,230	74,970
302	Dunn Street Connector Trail - East Bear Creek Trail to Dunn Street	2020-2021	117,000			117,000	17,600		99,400	64,610	34,790
303	Trail 1 - West Bear Creek Trail to Trans-Canada Trail	2029-2030	222,000	73,300		148,700	33,300		115,400	75,010	40,390
304	Trail 1 - Trans-Canada Trail to Barrie City Limits	2029-2030	423,000	139,700		283,300	63,500		219,800	142,870	76,930
305	East Lover's Creek Trail - Former City Limits to 2016 Urban Boundary	2020-2021	124,000			124,000	18,600		105,400	68,510	36,890
306	East Lover's Creek Trail - 2016 Urban Boundary to Lockhart Road	2029-2030	270,000	89,200		180,800	40,500		140,300	91,195	49,105
307	Hewitt's Creek Trail - Mapleview Drive East to Madelaine – Collector 10 Connector	2020-2021	199,000			199,000	29,900		169,100	109,915	59,185
308	Hewitt's Creek Trail - Madelaine – Collector 10 Connector to Lockhart Road	2029-2030	348,000	114,900		233,100	52,200		180,900	117,585	63,315
309	Madelaine – Collector 10 Connector - Hewitt's Creek Trail to West of Collector 10	2020-2021	11,500			11,500	1,700		9,800	6,370	3,430
310	Sandy Cove Creek Trail - Lockhart Road to Collector 11	2029-2030	441,000	145,600		295,400	66,200		229,200	148,980	80,220
311	Local Street Connection - Trans-Canada Trail to North of Collector 4	2029-2030	10,000	3,300		6,700	1,500		5,200	3,380	1,820
	<b>BRIDGES</b>										
312	0615 Engineering - Bridges - Mapleview Dr. Welham-Huronia	2014	207,000	-		207,000	56,500		150,500	97,825	52,675
	<b>STREETLIGHTS</b>										
313	0308 Engineering - Street Lighting - Ferndale: Tiffin - Dunlop	2014	22,300	-		22,300	7,900		14,400	9,360	5,040
314	0308 Engineering - Street Lighting - Ferndale: Tiffin - Dunlop	2014	14,900	-		14,900	5,300		9,600	6,240	3,360

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

City of Barrie  
Service: Roads

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									Total	Residential Share 65%	Non-Residential Share 35%
315	0469 Engineering - Street Lighting - Duckwith St- Bernick to Cundles	2012	247,000	-		247,000	190,000		57,000	37,050	19,950
316	0544 Engineering - Street Lighting - Cundles Rd. E: Duckworth-Living	2012	295,900	-		295,900	49,200	156,755	89,945	58,464	31,481
317	0547 Engineering - Street Lighting - Essa Rd: Fermdale-Coughlin	2012	10,000	-		10,000	2,700		7,300	4,745	2,555
318	0615 Engineering - Street Lighting - Mapleview Dr: Welham-Huron	2012	126,000	-		126,000	34,400		91,600	59,540	32,060
319	1224 Engineering - Street Lighting - Lakeshore Dr: Victoria-Tiffin	2014-2016	11,100	-		11,100	5,700		5,400	3,510	1,890
320	1554 Victoria St - Ellen to Lakeshore	2014	162,000	-		162,000	148,900		13,100	8,515	4,585
<b>TRAFFIC LIGHTS AND SERVICES</b>											
321	0469 Engineering - Traffic Lights - Duckwith St- Bernick to Cundles	2014	966,700	-		966,700	349,100		617,600	401,440	216,160
322	0544 Cundles Rd E - Livingstone to Duckworth	2014	120,400	-		120,400	54,600		65,800	42,770	23,030
323	0615 Engineering - Traffic Lights - Mapleview Dr: Welham-Huron	2014	500	-		500	100		400	260	140
324	0626 Engineering - Traffic Lights - Essa Rd: Anne to Fairview	2014	38,100	-		38,100	15,100		23,000	14,950	8,050
325	1001 Engineering - Traffic Lights - Cundles Rd E-Lion's Gate Blvd	2014	150,600	-		150,600	54,000		96,600	62,790	33,810
326	1003 Engineering - Traffic Lights - Cundles Rd E-Home Depot Signal	2014	80,700	-		80,700	29,000		51,700	33,605	18,095
327	1120 Ross St - Wellington Local Main	2014	10,300	-		10,300	8,600		1,700	1,105	595
328	1135 Engineering - Traffic Lights - Mapleview Dr E:Huron-Huron	2014	5,000	-		5,000	1,400		3,600	2,340	1,260
329	1224 Lakeshore Dr - Toronto to Tiffin	2014	1,400	-		1,400	700		700	455	245
330	1324 Dymont Rd & Tiffin St	2014	17,500	-		17,500	6,900		10,600	6,890	3,710
331	1325 Yonge St & Esther	2014	13,100	-		13,100	5,200		7,900	5,135	2,765
332	1326 Yonge St & Country	2014	14,200	-		14,200	5,600		8,600	5,590	3,010
333	1327 Hamner St E - St Vincent	2014	19,800	-		19,800	7,800		12,000	7,800	4,200
335	1329 Hamner St E - Stanley St	2014	15,800	-		15,800	6,200		9,600	6,240	4,060
336	1373 Ardagh Rd & Mapleton Ave	2014	15,000	-		15,000	7,500		7,500	4,875	2,625
337	1374 Summerset & Hawkins	2014	14,800	-		14,800	5,800		9,000	5,850	3,150
338	1398 Collier St & Clapperton	2014	7,000	-		7,000	2,800		4,200	2,730	1,470
339	1406 McKay & Veterans	2014	5,100	-		5,100	2,000		3,100	2,015	1,085
340	1550 Traffic Signal Installation	2014	60,800	-		60,800	24,000		36,800	23,920	12,880
341	New Signal Installations - 13	2014-2017	1,570,000	-		1,570,000	392,500		1,177,500	765,375	412,125
342	New Signal Installations - 2	2016-2020	302,000	-		302,000	75,500		226,500	147,225	79,275
343	Reserve Fund Adjustment			-			20,598,376		(20,598,376)	(13,388,944)	(7,209,431)
<b>Total</b>			<b>969,278,610</b>	<b>55,057,900</b>	<b>-</b>	<b>914,220,710</b>	<b>284,398,676</b>	<b>37,673,955</b>	<b>592,148,079</b>	<b>384,896,251</b>	<b>207,251,827</b>

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### **5.3.2 Roads Related**

The City operates their Road Maintenance service out of a number of facilities which provide 195,956 sq.ft. of building area, providing for an average level of service of 1.47 sq.ft. of building space per capita or \$380 per capita. This level of service provides the City with a maximum DC-eligible amount for recovery over the 18-year forecast period of \$24,269,859.

The City has a variety of vehicles and major equipment related to roads totalling approximately \$19.12 million. The inventory provides for a per capita standard of \$136. Over the forecast period, the DC-eligible amount for vehicles and equipment is \$8,721,711.

Additional Fleet needs have been included along with additional facility space at the South Operations Facility and additional space for staff at 70 Collier street. The total cost of these projects is \$25,522,000. Benefit to existing development of \$1,285,200 and benefit to growth in the post 2031 period of \$4,683,800 have been identified. This provides for a net growth related cost of \$19,553,000 to service growth in the current 18-year forecast period and has been included in the DC calculation.

The residential/non-residential capital cost allocation for roads related facilities and vehicles is consistent with the allocations for roads with 65% attributed to residential development and 35% attributable to non-residential development for the 18-year forecast period.



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### 5.3.3 Protection

**Fire** – Fire services in Barrie are currently provided from 5 stations with a total space of 64,945 sq.ft. The average standard over the past ten years provide for 0.37 sq.ft. of space per capita or \$124 per capita. This level of investment provides the City with \$7,926,156 of eligible future DC funding over the 18-year forecast period.

The fire department has a current inventory of 41 vehicles. The total DC-eligible amount calculated for fire vehicles over the forecast period is \$6,641,766, based on a standard of \$104 per capita. In addition to the vehicles, the fire department provides 177 units of equipment and gear for the use in fire services. This provided a calculated average level of service for the historic 10-year period of \$6 per capita, providing for a DC-eligible amount over the forecast period of \$380,205 for small equipment and gear.

A training facility along with a permanent Station #5 and new Station #6 has been identified to service growth over the forecast period along with related vehicles and equipment. The total cost of the capital identified is \$27,039,400. Of this amount, \$2,832,400 will benefit growth in the post 2031 forecast period and \$10,477,700 will benefit existing development. This results in a net growth related cost to service growth over the 18-year forecast period of \$13,729,300 for fire services.

**Police** - The Barrie Police Service operates from four facilities, some of which are leased by while others are owned by the City. These facilities combined provide 109,500 sq. ft. of building area, providing for an average level of service of 0.73 sq. ft. per capita or \$200 per capita. This level of service provides the City with a maximum DC-eligible amount for recovery over the 18-year forecast period of \$12,794,697.

The police department has a fleet of 89 vehicles currently in use. The average level of service for the ten year period is \$36 per capita, providing for a DC-eligible amount over the forecast period of \$2,306,790.

The police department currently provides police outfitting equipment for 241 officers. This provides the City with a calculated average level of service for the historic 10-year period of \$9 per capita, providing for a DC-eligible amount over the forecast period of \$561,042.

Growth needs related to police include the purchase of land, an allowance for additional space, as well as new vehicles and equipment. The estimated cost of these projects is \$59,032,000 with \$10,229,400 attributable to growth in the post 2031 period and \$41,834,200 attributable to existing benefit. This results in a net cost of \$6,968,400 required to service growth in the current forecast period to 2031.



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Existing Debt for the police department including principal and interest (discounted) of \$360,930 has been included. The surplus DC reserve fund balance of \$710,503 has been deducted. Therefore, the total to be included in the DC calculations for Protection is \$20,348,127.

The costs for Protection are shared 73%/27% between residential and non-residential based on the population to employment ratio over the 18-year forecast period.

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

City of Barrie  
Service: Protection

Prj. No	Increased Service Needs Attributable to Anticipated Development 2014-2031	Timing (Year)	Gross Capital Cost Estimate (2014\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Benefit to Existing Development	Less: Grants, Subsidies and Other Contributions Attributable to New	Potential DC Recoverable Cost		
									Total	Residential Share 73%	Non-Residential Share 27%
<b>FIRE FACILITIES</b>											
1	Training Facility (with Station #5)	2018-2020	11,525,000	-		11,525,000	9,607,000		1,918,000	1,402,323	515,677
2	Training Facility Equipment/Fit ups	2021	245,000	-		245,000	204,200		40,800	29,830	10,970
3	Station #6	2015-2017	5,171,000	1,034,200		4,136,800	-		4,136,800	3,024,572	1,112,228
4	Station #6 Equipment/Fit ups	2018	46,000	9,200		36,800	-		36,800	26,906	9,894
5	Training Facility (with Station #5)	2019-2021	2,773,000	554,600		2,218,400	-		2,218,400	1,621,957	596,443
6	Training Facility Equipment/Fit ups	2021	59,000	11,800		47,200	-		47,200	34,510	12,690
7	Station #5	2019-2021	5,171,000	1,034,200		4,136,800	666,500		3,470,300	2,537,268	933,032
8	Station #5 Equipment/fit ups	2021	46,000	9,200		36,800	-		36,800	26,906	9,894
<b>FIRE VEHICLES</b>											
9	Additional Pumper due to growth in Former Barrie (to be housed at headquarters)	2023-2025	750,000	-		750,000	-		750,000	548,354	201,646
10	District Chief Cars (2)	2017-2018	120,000	-		120,000	-		120,000	87,737	32,263
11	Pumper - Station #6	2016-2018	750,000	150,000		600,000	-		600,000	438,683	161,317
<b>FIRE EQUIPMENT</b>											
12	Additional Firefighters (20) at Headquarters for additional apparatus	2025	118,000	-		118,000	-		118,000	86,274	31,726
13	District Chiefs - Stations 1, 2 & 4 (Partial)	2021	22,000	-		22,000	-		22,000	16,085	5,915
14	Public Education Officer	2020	3,000	-		3,000	-		3,000	2,193	807
15	Additional Firefighters (16) at Station 3	2021	94,400	-		94,400	-		94,400	69,019	25,381
16	Additional Firefighters (20) - Station 6	2018	118,000	23,600		94,400	-		94,400	69,019	25,381
17	District Chiefs - Stations 3, 5 & 6 (Partial)	2021	22,000	4,400		17,600	-		17,600	12,868	4,732
18	Fire Prevention Officers	2019-2023	6,000	1,200		4,800	-		4,800	3,509	1,291
	<b>Sub-Total - Fire</b>		<b>27,039,400</b>	<b>2,832,400</b>	<b>-</b>	<b>24,207,000</b>	<b>10,477,700</b>	<b>-</b>	<b>13,729,300</b>	<b>10,038,013</b>	<b>3,691,287</b>
<b>POLICE</b>											
19	Land Purchase (in current budget)	2014	528,000	-		528,000	380,200		147,800	108,062	39,738
20	Allowance for Additional Facility Space (at First Responders Campus)	2015-2018	6,675,000	-		6,675,000	4,806,000		1,869,000	1,366,497	502,503
21	New Cruisers	2015-2020	449,000	-		449,000	-		449,000	328,281	120,719
22	Outfitting of Additional Constables	2014-2018	233,000	-		233,000	-		233,000	170,355	62,645
23	Land Purchase (in current budget)	2014	3,731,000	746,200		2,984,800	2,686,300		298,500	218,245	80,255
24	Allowance for Additional Facility Space (at First Responders Campus)	2015-2018	47,169,000	9,433,800		37,735,200	33,961,700		3,773,500	2,758,949	1,014,551
25	New Cruisers	2017-2031	180,000	36,000		144,000	-		144,000	105,284	38,716
26	Outfitting of Additional Constables	2017-2028	67,000	13,400		53,600	-		53,600	39,189	14,411
	<b>Debt:</b>										
27	Outstanding Debt - Police - 35 Spering - Principal (discounted)	2015-24	306,253	-		306,253	-		306,253	223,913	82,340
28	Outstanding Debt - Police - 35 Spering - Interest (discounted)	2015-24	54,677	-		54,677	-		54,677	39,976	14,701
	<b>Sub-Total - Police</b>		<b>59,392,930</b>	<b>10,229,400</b>	<b>-</b>	<b>49,163,530</b>	<b>41,834,200</b>	<b>-</b>	<b>7,329,330</b>	<b>5,358,752</b>	<b>1,970,578</b>
29	Reserve Fund Adjustment						710,503		(710,503)	(519,476)	(191,027)
	<b>Total</b>		<b>86,432,330</b>	<b>13,061,800</b>	<b>-</b>	<b>73,370,530</b>	<b>53,022,403</b>	<b>-</b>	<b>20,348,127</b>	<b>14,877,289</b>	<b>5,470,838</b>

### **5.3.4 Water Services – Facilities and Facilities Related Debt**

The City has a continuing expansion program for water supply to ensure the additional capacity is available well in advance of new growth servicing requirements. A study on the capacity and supply of Barrie's water system, "The Barrie Water System Class Environmental Assessment Environmental Study Report" (ESR) was completed in December 1995 and updated by an amendment in November 2000. This ESR recognized that future development in the City of Barrie would eventually overtax the capacity of the existing groundwater supply and distribution system. The resultant preferred solution for a long term strategy for developing future water supply facilities was an expansion to the existing groundwater supply system.

As part of the Secondary Plan, Background Studies for the Salem and Hewitt's Secondary Plans, the Water Supply Master Plan, October 2013 was complete by Genivar Inc. (now WSP) which identified and evaluated the water supply requirements in the City in order to address the requirements for water based on the additional growth within the Salem and Hewitt's Secondary Plan Areas as well as revised population and employment growth within the former city municipal boundary to the year 2031.

The City has recently undertaken an expansion of the Surface Water Treatment Plant (SWTP). The final expenditures related to this project are anticipated in 2014 at \$1,003,500. In addition to the works currently underway, a future rerating of the SWTP is anticipated in 2030/31. This will allow the SWTP to service growth to 2031 at a cost of \$7,706,000. Future water studies have been identified for inclusion in the DC at a total of \$262,000. Therefore, a total cost of \$8,971,500 has been included in the DC calculations for these items. In addition to these cost, the current DC reserve fund deficit of \$9,658,898 has been added to the DC calculations.

Debenture financing for the SWTP was issued in 2011 and 2012. The outstanding principal and interest amounts have been discounted and included in the calculation at a total of \$211,470,177.

The residential/non-residential share is based on the population and employment for the 18-year forecast period resulting in a 73% residential share and 27% non-residential share.





### **5.3.5 Wastewater Services - Facilities and Facilities Related Debt**

The City has a continuing expansion program for the Wastewater Treatment Facility (WwTF) to ensure that additional capacity is available well in advance of new growth servicing requirements. The WwTF works were recommended in the June 2004 City of Barrie Water Pollution Control Centre Long Term Wastewater Treatment Strategy, Schedule C Class Environmental Assessment Environmental Strategy Report.

As part of the secondary plan background studies & infrastructure master plans process, Genivar Inc. undertook a Wastewater Treatment Master Plan dated October 2013. This master plan identified the needs for the City to service growth in the Salem & Hewitt's Secondary Plans as well as intensification in the Former City Municipal Boundary Areas. The report identified a number of scenarios for the City which would provide the needs for wastewater treatment. With continued reductions through water efficiency and inflow and infiltration control, the WwTF is anticipated to meet the requirements for growth to 2031.

The Province has introduced phosphorus loading restrictions for Lake Simcoe. By 2015, the compliance concentration for phosphorus will be reduced from 0.18 mg/L to 0.1 mg/L. A new phosphorus treatment process has therefore been included in this study at a total project cost of \$60.84 million.

The projects identified for inclusion in the DC study include, the completion of the Phase II of the WwTF, works related to the phosphorus removal & biosolids handling, studies and co-generation/biogas treatment. The total of these projects is \$73,385,700 of which \$21,993,100 benefits existing development. A deduction has been made in the amount of \$9,492,898 based on the reserve fund balance. This results in a total net growth related cost of \$41,899,701 included in the DC calculations.

Outstanding debt has already been issued for the expansion to the WwTF, the outstanding principal and interest amount (discounted) of \$122,951,513 has been included in the calculation. This debenture amount includes an amount of \$12 million which is still to be issued in 2014, which has been estimated to be issued for a 10 year term at an interest rate of 3%.

The costs in this study are applicable to the growth needs to 2031 and therefore, do not include the full build out of the Salem and Hewitt's Secondary Plan Areas.

The residential/non-residential share is generated based on the 18-year growth in population and employment resulting in a residential share of 73% and non-residential share of 27%.

**INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION**

City of Barrie  
Service: Wastewater Services - Facilities

P.rj.No	Increased Service Needs Attributable to Anticipated Development 2014-2031	Timing (year)	Gross Capital Cost Estimate (2014\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Benefit to Existing Development	Less:		Total	Residential Share 73%	Non-Residential Share 27%
								Grants, Subsidies and Other Contributions Attributable to New	Total			
1	WwTP - Phase II Completion	2014	2,800,000	-		2,800,000	-			2,800,000	2,047,186	752,814
2	Phosphorus Removal & Biosolids Handling	2015-2019	60,840,000	-		60,840,000	21,902,400			38,937,600	28,468,759	10,468,841
3	Studies	2016	175,000	-		175,000	17,500			157,500	115,154	42,346
4	Co-generation and Biogas Treatment	2014	402,200	-		402,200	73,200			329,000	240,544	88,455
5	0690 Oro Biosolids Facility	2014	42,500	-		42,500	-			42,500	31,073	11,427
6	WwTP - Digester Improvements	2025	9,126,000	-		9,126,000	-			9,126,000	6,672,366	2,453,634
7	Reserve Fund Adjustment						9,492,898			(9,492,898)	(6,940,619)	(2,552,279)
	<b>Total</b>		<b>73,385,700</b>	<b>-</b>	<b>-</b>	<b>73,385,700</b>	<b>31,485,999</b>	<b>-</b>	<b>-</b>	<b>41,899,701</b>	<b>30,634,464</b>	<b>11,265,237</b>

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

City of Barrie  
 Service: Wastewater Services - Facilities Related Debt

Prj.No	Increased Service Needs Attributable to Anticipated Development 2014-2031	Timing (year)	Gross Capital Cost Estimate (2014\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Benefit to Existing Development	Less:		Total		
								Grants, Subsidies and Other Contributions Attributable to New	Residential Share 73%		Non-Residential Share 27%	
1	Existing Debt Principal (Discounted) - WPCC Green Fund	2014-2033	1,646,163	-		1,646,163	-			1,646,163	1,203,572	442,591
2	Existing Debt Interest (Discounted) - WPCC Green Fund	2014-2033	385,628	-		385,628	-			385,628	281,947	103,681
3	Existing Debt Principal (Discounted) - Oro Biosolids	2014-2033	16,981,982	-		16,981,982	-			16,981,982	12,416,172	4,565,809
4	Existing Debt Interest (Discounted) - Oro Biosolids	2014-2033	7,221,446	-		7,221,446	-			7,221,446	5,279,874	1,941,572
5	Existing Debt Principal (Discounted) - WPCC	2014-2030	56,086,992	-		56,086,992	-			56,086,992	41,007,332	15,079,660
6	Existing Debt Interest (Discounted) - WPCC	2014-2030	28,273,633	-		28,273,633	-			28,273,633	20,671,928	7,601,705
7	WPCC Debt Principal (Discounted) - Balance to be issued	2016-2025	10,483,917	-		10,483,917	-			10,483,917	7,665,190	2,818,727
8	WPCC Debt Interest (Discounted) - Balance to be issued	2016-2025	1,871,753	-		1,871,753	-			1,871,753	1,368,509	503,243
<b>Total</b>			<b>122,951,513</b>	<b>-</b>	<b>-</b>	<b>122,951,513</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>122,951,513</b>	<b>89,894,525</b>	<b>33,056,988</b>



## **5.4 Area Specific Capital Costs for Barrie's DC Calculation – Former City Municipal Boundary Areas**

This section evaluates the development-related capital requirements for those services with 18-year forecast periods related to capital costs for the Former City Municipal Boundary Areas.

### ***5.4.1 Stormwater Drainage and Control Services***

The infrastructure cost sheet sets out the stormwater drainage projects, including location, costing and growth-related share, based on information from the City of Barrie Engineering Department and the Drainage and Stormwater Management Master Plan, October 2013 Final by AMEC. This study was undertaken as part of the Secondary Plan, Background Studies & Infrastructure Master Plan for Intensification & Annexed Lands process.

The program identified in the 2012 DC Study is not yet completed. The construction costs have been updated and the growth-related shares have been maintained for the original program in the DC calculation. In addition to these works, additional capital has been identified in the following watercourses:

- Hotchkiss Creek;
- Whiskey Creek;
- Lovers Creek;
- Sophia Creek;
- Kidds Creek; and
- Bunkers Creek.

Finally, a provision for retrofitting existing stormwater facilities has been included which are required to assist in reducing phosphorus levels to Lake Simcoe.

The total of all projects identified is \$118,747,184 with \$66,517,800 benefitting existing development and the balance benefitting growth in the former city municipal boundary areas between 2014 and 2031. In addition to these cost, the deficit in the DC reserve fund of \$2,726,409 has been included in the calculations resulting in a net growth related cost of \$54,955,793 for inclusion in the DC.

The residential/non-residential share is based on respective land area within the Former City Municipal Boundary Areas and is calculated as follows:

$$\frac{\text{Residential Gross Land Needs (acres)}}{\text{Residential Gross Land Needs (acres) + Non-residential Gross Land Needs (acres)}} = 2,117.84 \div (2,117.84 + 900.18) = 70\% \text{ Residential} / 30\% \text{ Non-residential}$$

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

City of Barrie  
Service: Stormwater - Former City Municipal Boundary Areas

Pjt.No	Increased Service Needs Attributable to Anticipated Development 2014-2031	Timing (year)	Gross Capital Cost Estimate (2014\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Benefit to Existing Development	Less:		Total	
								Grants, Subsidies and Other Contributions Attributable to New	Total	Residential Share 72%	Non-Residential Share 28%
	<b>Drainage</b>										
1	0308 Engineering - Culverts - Ferndale; Tiffin - Dunlop	2014	38,400	0		38,400	13,400			25,000	17,929
2	1304 Engineering - Culverts - Lakeshore Dr; Victoria-Tiffin	2014	2,504,400	0		2,504,400	1,502,600			1,001,800	718,464
3	1135 Engineering - Culverts - Mapleview Dr;E.Huron;Country	2014-2016	49,480	0		49,480	12,400			37,080	26,578
4	0615 Engineering - Culverts - Mapleview Dr; Welham-Huron	2014	700	0		700	200			500	359
5	1229 Engineering - Culverts - Whiskey Cr;Brennan Ave - Design	2015-2017	1,258,000	0		1,258,000	754,800			503,200	360,881
6	1229 Engineering - Culverts - Whiskey Cr;Brennan Ave - Construction	2015-2017	2,357,000	0		2,357,000	1,414,200			942,800	676,151
7	1230 Engineering - Culverts - Whiskey Cr;The Boulevard	2014, 2017	194,200	0		194,200	116,500			77,700	55,724
8	0362 Engineering - Drainage & Storm Sewers Capital - County Rd 27/CN Rail; Bear CRK	2014	550,000	0		550,000	129,400			420,600	301,643
9	0626 Engineering - Drainage & Storm Sewers Capital - Essa Rd; Anne to Fairview	2014-2016	22,800	0		22,800	7,000			15,800	11,331
10	0547 Engineering - Drainage & Storm Sewers Capital - Essa Rd; Ferndale-Coughlin	2014-2015	8,000	0		8,000	2,000			6,000	4,303
11	0308 Engineering - Drainage & Storm Sewers Capital - Ferndale; Tiffin - Dunlop	2014-2016	42,700	0		42,700	14,900			27,800	19,937
12	1135 Engineering - Drainage & Storm Sewers Capital - Mapleview Dr;E.Huron;Country	2013--2016	25,800	0		25,800	6,500			19,300	13,841
13	0615 Engineering - Drainage & Storm Sewers Capital - Mapleview Dr; Welham-Huron	2014	6,200	0		6,200	1,600			4,600	3,299
14	1120 Engineering - Drainage & Storm Sewers Capital - Ross St; Wellington-Toronto	2014	22,600	0		22,600	19,000			3,600	2,582
15	1304 Engineering - Watercourses - Lakeshore Dr; Victoria-Tiffin	2014-2015	116,300	0		116,300	69,800			46,500	33,349
16	1224 Engineering - Watercourses - Lakeshore Dr;Toronto-Victoria - Design	2014-2017	26,600	0		26,600	20,000			6,600	4,733
17	1224 Engineering - Watercourses - Lakeshore Dr;Toronto-Victoria - Construction	2014-2017	2,180,424	0		2,180,424	1,635,300			545,124	390,948
18	1222 Engineering - Watercourses - Whiskey Cr Fldway;Brenman-Boul - Deisgn	2015-2017	44,200	0		44,200	26,500			17,700	12,694
19	1222 Engineering - Watercourses - Whiskey Cr Fldway;Brenman-Boul - Construction	2015-2017	275,000	0		275,000	165,000			110,000	78,889
20	1269 Whiskey Creek Fldway; Brennan - Bay - Design	2015-2017	423,400	0		423,400	254,000			169,400	121,489
21	1269 Whiskey Creek Fldway; Brennan - Bay - Construction	2015-2017	1,752,000	0		1,752,000	1,051,200			700,800	502,595
	<b>Storm Sewers</b>										
	<b>Dyments</b>										
22	Dunlop St. West - Miller to Ferndale	2029-2031	1,029,000	0		1,029,000	360,200			668,800	479,645
23	Channelization - Dunlop to Ferndale	2029-2031	1,638,000	0		1,638,000	573,300			1,064,700	763,574
24	Ferndale Drive North - Dunlop to Tiffin	2014-2015	2,069,000	0		2,069,000	724,200			1,344,800	964,454
25	Floodway - Ferndale to Sarjeant	2022-2024	1,653,000	0		1,653,000	1,441,400			211,600	151,754
26	Sarjeant Drive culvert and channelization	2022-2024	4,269,000	0		4,269,000	3,722,600			546,400	391,863
27	Highway 400 culvert improvements	2022-2024	7,256,000	0		7,256,000	2,902,400			4,353,600	3,122,284
28	Channelization - Ramp to Highway 400	2022-2024	778,000	0		778,000	680,000			98,000	70,283
29	Floodway - Highway 400 to Hart	2022-2024	358,000	0		358,000	314,000			44,000	31,556
30	Hart Drive culvert improvements	2022-2024	1,848,000	0		1,848,000	739,200			1,108,800	795,201
31	George Street culvert improvements	2022-2024	561,000	0		561,000	252,500			308,500	221,248
32	Pond 2 - Vespra Street dead-end	2022-2024	274,000	0		274,000	250,200			23,800	17,069
33	Victoria Street culvert improvements	2022-2024	559,000	0		559,000	251,600			307,400	220,459
34	Pond 3 - N.W. corner of Anne and John Streets	2022-2024	78,000	0		78,000	71,500			6,500	4,662

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

City of Barrie  
Service: Stormwater - Former City Municipal Boundary Areas

Pjt.No	Increased Service Needs Attributable to Anticipated Development 2014-2031	Timing (year)	Gross Capital Cost Estimate (2014\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Benefit to Existing Development	Less: Grants, Subsidies and Other Contributions Attributable to New	Total							
									Total	Residential Share 72%	Non-Residential Share 28%					
35	Innisfil St. - Vespra to Tiffin	2022-2024	740,000	0		740,000	370,000		370,000	265,354	104,646					
36	Sanford Street culvert improvements	2022-2024	685,000	0		685,000	342,500		342,500	245,632	96,868					
37	Channelization - Sanford to Bradford	2022-2024	559,000	0		559,000	494,200		494,200	46,473	18,327					
38	Anne st Upstream & Dwn stream watercourse crossing	2022-2024	2,192,000	0		2,192,000	1,096,000		1,096,000	786,021	309,979					
39	Floodway - Bradford to Lakeshore Dr (land only)	2022-2024	542,000	0		542,000	480,200		480,200	44,321	17,479					
40	Bradford St. - John to Brock - watercourse crossing	2022-2024	1,620,000	0		1,620,000	891,000		891,000	522,819	206,181					
<b>Hotchikiss</b>																
41	Essa Rd 100 yr storm system (Anne St to Gowan St)	2014 - 2015	2,641,000	0		2,641,000	528,200		528,200	1,515,243	597,557					
42	Anne st Upstream & Dwn stream watercourse crossing	2022	9,007,000	0		9,007,000	6,755,300		6,755,300	1,614,858	636,842					
43	Highway 400 culvert improvements watercourse crossing	2022-2024	2,416,000	0		2,416,000	1,998,000		1,998,000	299,778	118,222					
44	SWM Facility upstream of Wood Street	2022-2024	4,517,000	0		4,517,000	3,830,400		3,830,400	492,411	194,189					
45	Wood Street culvert improvements	2022-2024	1,208,000	0		1,208,000	845,600		845,600	259,903	102,497					
46	SWM Facility downstream of Wood Street	2022-2024	122,000	0		122,000	104,900		104,900	17,100	4,836					
47	Rail / Simcoe Block culvert improvements	2022-2024	1,494,000	0		1,494,000	1,045,800		1,045,800	321,437	126,763					
48	SWM Facility upstream of Innisfil Street	2022-2024	121,000	0		121,000	106,700		106,700	14,300	4,044					
49	Innisfil St. - Vespra to Tiffin	2022-2024	642,000	0		642,000	513,600		513,600	92,085	36,315					
<b>Whiskey Creek</b>																
50	Fairview Road watercourse crossing	2022-2024	136,000	0		136,000	94,000		94,000	42,000	11,879					
51	Floodway around Radio Shack property	2022-2024	4,774,000	0		4,774,000	3,394,300		3,394,300	1,379,700	989,483					
52	BCR Rail (between McConkey and Huronia) watercourse crossing	2022-2024	565,000	0		565,000	310,800		310,800	254,200	182,305					
53	Yonge Street watercourse crossing	2022-2024	610,000	0		610,000	464,800		464,800	145,200	41,066					
54	Mtrollinx Rail watercourse crossing	2022-2024	1,218,000	0		1,218,000	962,200		962,200	255,800	183,453					
<b>Lovers</b>																
55	Tollendal Mill Road Watercourse crossing	2022-2024	901,000	0		901,000	315,400		315,400	585,600	419,976					
<b>Sophia Creek</b>																
56	Howard Crescent watercourse crossing	2027-2028	202,000	0		202,000	151,500		151,500	50,500	36,217					
57	Lav St Watercourse Crossing	2021-2023	634,000	0		634,000	475,500		475,500	158,500	113,672					
58	Grove St East Watercourse crossing	2019-2021	371,000	0		371,000	278,300		278,300	92,700	66,482					
59	Grove St West Watercourse crossing	2018-2020	1,161,000	0		1,161,000	870,800		870,800	290,200	208,124					
60	Ottaway Ave to Rose St watercourse crossing	2028-2030	2,452,000	0		2,452,000	1,839,000		1,839,000	613,000	439,627					
61	Bothwell Cres Watercourse crossing	2021-2022	735,000	0		735,000	551,300		551,300	183,700	131,745					
62	Parkdale Cres watercourse crossing	2017-2019	774,000	0		774,000	580,500		580,500	193,500	138,773					
63	Davidson st to Gunn St watercourse crossing	2015-2017	1,176,000	0		1,176,000	882,000		882,000	294,000	210,849					
64	Berczy St to Wellington St watercourse crossing	2015-2017	2,089,000	0		2,089,000	1,566,800		1,566,800	522,200	374,508					
<b>Bunkers Creek</b>																
65	Innisfil St. watercourse crossing 25m	2014-2030	2,031,000	0		2,031,000	1,523,300		1,523,300	507,700	364,109					
66	Private Access Rd watercourse crossing 15m	2014-2030	1,219,000	0		1,219,000	914,300		914,300	304,700	218,523					
67	Bradford St. - Simcoe to Vespra watercourse crossing	2015-2024	2,031,000	0		2,031,000	1,523,300		1,523,300	507,700	364,109					
<b>Kidds Creek</b>																
68	Reconstruct Kidds Creek Watercourse 100Yr storm sewer from Smooc Street to U/S Dunlop St. 407m	2015-2017	4,564,000	0		4,564,000	3,423,000		3,423,000	1,141,000	818,294					
<b>Other</b>																
69	Provision for Retrofits to Existing Ponds	2016-2031	14,703,000	0		14,703,000				14,703,000	10,544,593					
70	Land Acquisition Costs associated with drainage improvements	2014-2031	13,627,000	0		13,627,000	7,494,900		7,494,900	6,132,100	4,397,776					
71	Reserve Fund Adjustment		2,726,409			2,726,409	0		0	2,726,409	1,955,306					
<b>Total</b>									<b>121,473,593</b>	<b>0</b>	<b>121,473,593</b>	<b>66,517,800</b>	<b>0</b>	<b>54,955,793</b>	<b>39,412,805</b>	<b>15,542,988</b>

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### **5.4.2 Water Services – Distribution Systems**

As part of the recent secondary planning process, the City's consulting engineer, AMEC, undertook the Water Storage and Distribution Master Plan, October 2013 Final. The capital program identified through the Master Plan was refined by staff through the fiscal impact analysis process. In addition to the capital projects identified in the Master Plan, various projects identified in the previous DC study which have yet to be completed, were updated for timing and current costing information by City staff.

Capital projects required to service growth in the Former City Municipal Boundary Areas total \$21,672,340. A deduction of \$9,570,170, attributable to existing benefit, has been made resulting in a total net growth related cost of \$12,102,170 for inclusion in the area specific DC calculations.

The growth-related costs have been allocated between residential and non-residential development based on incremental growth in population to employment, in the former city municipal boundary areas, over the 18-year forecast period. This split results in a 60% allocation to residential and a 40% allocation to non-residential.

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

City of Barrie  
Service: Water Services - Distribution Systems - Former City Municipal Boundary Areas

Pj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2014\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Benefit to Existing Development	Less: Grants, Subsidies and Other Contributions Attributable to New	Total			
									Total	Residential Share 60%	Non-Residential Share 40%	
1	2014-2031 3 PRV - Zone 3N to Zone 2N	2014	269,330	-	-	269,330	269,330	-	-	-	-	-
2	Ross Street - Wellington to Toronto	2014	26,720	-	-	26,720	24,150	-	1,554	2,570	1,554	1,016
3	1144 Anne Street Watermain crossing Highway 400	2014	121,130	-	-	121,130	102,330	-	11,367	18,800	11,367	7,433
4	Sunnidale Road - Cundles to Pump Station	2014	144,400	-	-	144,400	-	-	87,308	144,400	87,308	57,092
5	Sunnidale Road - Letitia to Reservoir #2	2014	30,040	-	-	30,040	24,520	-	3,338	5,520	3,338	2,182
6	Sunnidale Road - Letitia to Wellington	2014-2017	48,830	-	-	48,830	32,320	-	9,982	16,510	9,982	6,528
7	Zone 1/2 N Reservoir and Booster PS (Sunnidale)	2014	3,310,400	-	-	3,310,400	1,920,000	-	1,016,574	1,390,400	1,016,574	373,826
8	0308 Ferndale: Tiffin - Dunlop	2014-2015	565,900	-	-	565,900	503,650	-	37,638	62,250	37,638	24,612
9	0315 Anne St N: Letitia- Cundles	2014	240	-	-	240	230	-	10	10	6	4
10	0413 Boulton Court Well 19 and Pumphouse - Design	2014	58,810	-	-	58,810	52,930	-	3,555	5,880	3,555	2,325
11	0417 Havie Road Booster Pumping Stn	2014	15,230	-	-	15,230	-	-	9,208	15,230	9,208	6,022
12	0469 Duckwith St- Bernick to Cundles	2014-2015	464,480	-	-	464,480	464,480	-	-	-	-	-
13	0576 Havie Road - Essa to County Road 27	2014	129,240	-	-	129,240	12,120	-	70,813	117,120	70,813	46,307
14	0615 Mapleview Dr E - Welham to Huronia	2014	2,450	-	-	2,450	2,090	-	218	360	218	142
15	Berczy Street - Eugina Street north to Codrington Pumping Station (2013); Zone 1 Reinforcement (existing 300mm pipe)	2014	250,500	-	-	250,500	141,900	-	65,662	108,600	65,662	42,938
16	Poyntz Street - Dunlop Street East north to Worsley Street (2013); Zone 1 Reinforcement (existing 250mm/300mm pipes)	2014	465,000	-	-	465,000	199,800	-	160,346	265,200	160,346	104,854
17	Poyntz Street - Worsley Street north to Berczy Street; Zone 1 Reinforcement (existing 300mm pipe)	2014	349,000	-	-	349,000	150,000	-	78,680	199,000	120,320	78,680
18	Tiffin Street - Ferndale Drive North east to Patterson pipe)	2014-2018	1,153,000	-	-	1,153,000	135,500	-	402,297	1,017,500	615,203	402,297
19	Tiffin Street - Patterson Road east to Dymont Road (2012); Zone 1 Reinforcement (existing 300mm pipe)	2014-2018	804,400	-	-	804,400	94,400	-	280,718	710,000	429,282	280,718
20	Tiffin Street - Dymont Road east to Anne Street South (2012); Zone 1 Reinforcement (existing 300mm pipe)	2014-2018	274,000	-	-	274,000	33,500	-	95,088	240,500	145,412	95,088
21	Miller Drive - Sproule Drive north to Edgehill Drive (2013); Zone 1 Reinforcement (existing 150mm pipe)	2014-2016	470,000	-	-	470,000	343,100	-	50,173	126,900	76,727	50,173
22	Dunlop Street E - Mulcaster Street east to Poyntz Street Zone 1 Reinforcement (existing 250mm pipe)	2014	282,000	-	-	282,000	149,500	-	52,388	132,500	80,112	52,388
23	Stanford Street cul-de-sac connection pipe to Short Street cul-de-sac (2021); Zone 1 Reinforcement supply loop	2017	131,000	-	-	131,000	131,000	-	-	-	-	-
24	Berczy Street - Eugina Street north to Codrington Street (2013); Zone 2N Reinforcement loop (no existing Zone 2N pipes)	2014	211,700	-	-	211,700	-	-	127,999	211,700	127,999	83,701
25	Eugina Street - Berczy Street east to Albert Street (2013); Zone 2N Reinforcement (existing 100mm pipe)	2015-2017	253,500	-	-	253,500	136,000	-	71,043	117,500	71,043	46,457
26	Eugina Street - Albert Street east to Dundonald Street (2013) Zone 2N Reinforcement (existing 100mm pipe)	2015-2017	305,800	-	-	305,800	104,900	-	121,469	200,900	121,469	79,431

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

City of Barrie  
Service: Water Services - Distribution Systems - Former City Municipal Boundary Areas

Pj.No	Increased Service Needs Attributable to Anticipated Development 2014-2031	Timing (year)	Gross Capital Cost Estimate (2014\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Benefit to Existing Development	Less: Grants, Subsidies and Other Contributions Attributable to New	Total		
									Total	Residential Share 60%	Non-Residential Share 40%
27	Eugina Street - Dundonald Street east to St Vincent Street (2013); Zone 2N Reinforcement (existing 150mm pipe)	2015-2017	592,000	-		592,000	221,300		370,700	224,134	146,566
28	Eugina Street - St. Vincent Street west 5 metres (2013); Zone 2N Reinforcement (existing 150mm pipe)	2015-2017	7,540	-		7,540	2,960		4,580	2,769	1,811
29	Duckworth Street - St Vincent Street north to Codrington Street (2015); Zone 2N Reinforcement (no existing pipe along road, a 150mm/200mm pipe route along 2 roads to pipe outlet)	2015-2017	211,700	-		211,700	86,460		125,240	75,723	49,517
30	Duckworth Street - Codrington Street north to Napier Street (2015); Zone 2N Reinforcement (existing 100mm/150mm pipe)	2015-2017	441,000	-		441,000	179,800		261,200	157,927	103,273
31	Duckworth Street - Napier Street north to Steel Street (2015); Zone 2N Reinforcement (existing 150mm pipe)	2015-2017	652,000	-		652,000	266,000		386,000	233,384	152,616
32	Duckworth Street - Steel Street north to Grove Street East (2015); Zone 2N Reinforcement (existing 150mm/200mm pipe)	2015-2017	814,000	-		814,000	252,400		561,600	339,556	222,044
33	Duckworth Street - Grove Street East north to Bernick Drive (2011); Zone 2N Reinforcement (existing 150mm/200mm pipe) - Proposed 300mm	2015-2017	129,000	-		129,000	18,700		110,300	66,690	43,610
34	Cundles Road East - St Vincent St east 300m; Zone 2N Reinforcement (existing 200mm pipe)	2015-2017	508,000	-		508,000	40,200		467,800	282,842	184,958
35	Bayview Drive - Big Bay Point Road north to Little Avenue (2014); Zone 2S Reinforcement (existing 300mm pipe)	2015-2017	2,689,000	-		2,689,000	110,400		2,578,600	1,559,080	1,019,520
36	Mapleview Drive East - Huronia Road east to Country Lane/Stunden Lane (2012); Zone 2S Reinforcement Continuity (no existing pipes)	2016	284,000	-		284,000	-		284,000	171,713	112,287
37	Little Avenue - Garden Drive east to Huronia Road (2021); Zone 3S Reinforcement (existing 300mm pipe)	2018	385,000	-		385,000	99,600		285,400	172,559	112,841
38	Mapleview Drive West - County Road No. 27 east to Red Oak Drive (2013); Zone 3S Reinforcement continuation supply loop (no existing pipes)	2015-2016	24,000	-		24,000	-		24,000	14,511	9,489
39	County Road No. 27 - Mapleview Drive West north to Hubbert Cres Easement (2013); Zone 3S Reinforcement continuation supply loop (no existing pipes)	2014	740,000	-		740,000	450,700		289,300	174,917	114,383
40	County Road No. 27 - Hubbert Cres Easement north 840m (2013); Zone 3S Reinforcement supply loop (no existing pipes)	2014	874,000	-		874,000	532,400		341,600	206,539	135,061
41	Sunnisdale Road - Letitia to Wellington	2014-2017	3,042,000	-		3,042,000	2,281,500		760,500	459,815	300,685
42	Harvie Road Pumping Station Interconnection	2014-2015	142,000	-		142,000	-		142,000	85,856	56,144
	<b>Total</b>		<b>21,672,340</b>	<b>-</b>	<b>-</b>	<b>21,672,340</b>	<b>9,570,170</b>	<b>-</b>	<b>12,102,170</b>	<b>7,493,153</b>	<b>4,609,017</b>

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### **5.4.3 Wastewater Services – Collection Systems**

One linear wastewater project, Mapleview Dr. E. From Welham to Huronia, as identified in the past DC study, remains unfinished. The updated cost of this project is \$39,810 of which \$26,190 is attributable to existing benefit and the balance of \$13,620 is attributable to growth in the forecast period.

The allocation between residential and non-residential growth is calculated based on incremental growth in population to employment, for the 18-year forecast period in the former city municipal boundary areas, resulting in a 60% residential and 40% non-residential allocation.

**INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION**

City of Barrie  
 Service: Wastewater Services - Collection System - Former City Municipal Boundary Areas

Prj.No	Increased Service Needs Attributable to Anticipated Development 2014-2031	Timing (year)	Gross Capital Cost Estimate (2014\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Total	Total	
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development		Residential Share 60%	Non-Residential Share 40%
1	<b>Former Barrie:</b> 0615 Mapleview Dr E - Welham to Huronia	2014	39,810	-		39,810	26,190		13,620	8,235	5,385
<b>Total</b>			<b>39,810</b>	<b>-</b>	<b>-</b>	<b>39,810</b>	<b>26,190</b>	<b>-</b>	<b>13,620</b>	<b>8,235</b>	<b>5,385</b>



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## **5.5 Area Specific Capital Costs for Barrie's DC Calculation – Salem & Hewitt's Secondary Plan Areas**

### ***5.5.1 Water Services – Distribution Systems***

As part of the recent secondary planning process, the City's engineers, AMEC, undertook the Water Storage and Distribution Master Plan, October 2013 Final. The capital program identified through the Master Plan was refined by staff through the fiscal impact analysis process. These refinements included adjustments to timing and costs, where required, based on the City's Infrastructure Implementation Plan (IIP).

Capital projects required to service growth in the secondary plan areas include 40 projects with a gross total of \$46,624,700. A deduction of \$794,200, representing the amount which benefits existing population, has been made resulting in net growth related costs of \$45,830,500 for inclusion in the DC calculations.

The growth-related costs have been allocated between residential and non-residential development based on incremental growth in population to employment, in Salem and Hewitt's Secondary Plan Areas, over the build out forecast period for these areas. This split results in a 77% allocation to residential and a 23% allocation to non-residential.

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

City of Barrie  
Service: Water Services - Distribution Systems - Salem & Hewitt's Secondary Plan Areas

Prij.No	Increased Service Needs Attributable to Anticipated Development 2014-Build Out Salem & Hewitt's Secondary Plan Areas	Timing (year)	Gross Capital Cost Estimate (2014\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Benefit to Existing Development	Less: Grants, Subsidies and Other Contributions Attributable to New Development	Total		
									Total	Residential Share 77%	Non-Residential Share 23%
1	<b>Annexed Area:</b> Big Bay Point Road Trans. Watermain - SWTP to Sandringham	2014	905,000	-		905,000	407,300		497,700	300,921	196,779
2	Mapleview Elevated Tank north to Mapleview Drive West and east to Byrne Drive (Tendered)	2014	668,000	-		668,000	386,900		281,100	216,348	64,752
3	Mapleview Drive West - Mapleview Elevated Tank west to Veterans Drive	2015-2016	1,498,000	-		1,498,000	-		1,498,000	1,152,935	345,065
4	Essa Road - Mapleview Drive West south to Athabaska Road	2015-2019	411,000	-		411,000	-		411,000	316,326	94,674
5	Essa Road - Athabaska Road south to Street A	2015-2019	354,000	-		354,000	-		354,000	272,456	81,544
6	Essa Road - Street A south to Salem Road	2015-2019	170,000	-		170,000	-		170,000	130,840	39,160
7	Salem Road - Essa Road east to Street B	2015-2019	714,000	-		714,000	-		714,000	549,530	164,470
8	Salem Road - Street B east to Reid Drive	2015-2019	581,000	-		581,000	-		581,000	447,166	133,834
9	Salem Road - Reid Drive east to Veterans Drive	2015-2019	238,000	-		238,000	-		238,000	183,177	54,823
10	Veterans Drive - Salem Road south to Street D	2015-2019	512,000	-		512,000	-		512,000	394,061	117,939
11	Essa Road - Salem Road south to Street L	2015-2019	139,000	-		139,000	-		139,000	106,981	32,019
12	Veterans Drive - Mapleview Drive West south to King Street	2015-2016	696,000	-		696,000	-		696,000	535,676	160,324
13	Big Bay Point Road - 210 metres east of The Queensway east to Street N	2015-2019	165,000	-		165,000	-		165,000	126,992	38,008
14	Big Bay Point Road - Street M east to Street N	2027-2028	120,000	-		120,000	-		120,000	92,358	27,642
15	Veterans Drive - Street D south to Street E	2015-2019	271,000	-		271,000	-		271,000	208,575	62,425
16	Veterans Drive - Street E south to McKay Road West	2015-2019	223,000	-		223,000	-		223,000	171,632	51,368
17	McKay Road West - Reid Drive east to Veterans Drive	2015-2019	278,000	-		278,000	-		278,000	213,963	64,037
18	McKay Road West - 165 metres west of Reid Drive east to Reid Drive	2015-2019	80,100	-		80,100	-		80,100	61,649	18,451
19	McKay Road West - Veterans Drive east 410 metres to Hwy 400 proposed western interchange boundary	2015-2019	200,000	-		200,000	-		200,000	153,930	46,070
20	McKay Road West - 410 metres east of Veterans (Hwy 400 proposed western interchange boundary) east to Hwy 400 proposed eastern interchange boundary	2020	571,000	-		571,000	-		571,000	439,470	131,530
21	McKay Road West - Street F east 620 metres	2015-2019	392,000	-		392,000	-		392,000	301,703	90,297
22	Royal Jubilee/Sun King/Consort/Sandringham - Mapleview Drive E north to Big Bay Point Road	2015-2017	2,343,000	-		2,343,000	-		2,343,000	1,803,289	539,711
23	Mapleview Drive East - Madelaine Drive east to Royal Jubilee Drive	2018-2020	2,437,000	-		2,437,000	-		2,437,000	1,875,636	561,364
24	Madelaine Drive/Ashford Drive - Mapleview Drive East north to Big Bay Point Road	2015-2016	4,494,000	-		4,494,000	-		4,494,000	3,458,805	1,035,195
25	McKay Road West - Street G east to Street F	2022-2023	94,300	-		94,300	-		94,300	72,578	21,722
26	McKay Road West - Street H east to Street G	2022-2023	113,000	-		113,000	-		113,000	86,970	26,030
27	Salem Road Reservoir	2021-2023	11,094,000	-		11,094,000	-		11,094,000	8,538,492	2,555,508
28	Salem Road Pumping Station	2021-2023	4,854,000	-		4,854,000	-		4,854,000	3,735,879	1,118,121
29	Salem/Lockhart Road - Salem Road Reservoir & Pumping Station east to Huronia Road - Proposed 75.0mm	2021-2023	4,217,000	-		4,217,000	-		4,217,000	3,245,612	971,388

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

City of Barrie  
 Service: Water Services - Distribution Systems - Salem & Hewitt's Secondary Plan Areas

Prj.No	Increased Service Needs Attributable to Anticipated Development 2014-Build Out Salem & Hewitt's Secondary Plan Areas	Timing (Year)	Gross Capital Cost Estimate (2014\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Benefit to Existing Development	Less:		Total Residential Share 77%	Non-Residential Share 23%
								Grants, Subsidies and Other Contributions Attributable to New Development	Total		
30	Huronia Road - Mapleview Drive East south to Lockhart Road	2021-2023	2,251,000	-		2,251,000	-			1,732,481	518,519
31	Mapleview Drive East - Huronia Road east to Madeline Drive	2014-2017	2,373,000	-		2,373,000	-			1,826,378	546,622
32	Salem Road - Veterans Drive east to Lockhart Road	2021-2023	476,000	-		476,000	-			366,353	109,647
33	Reservoir & Pumping Station	2026-2027	340,000	-		340,000	-			261,681	78,319
34	McKay Road West - Street I east to Street H	2026-2027	97,300	-		97,300	-			74,887	22,413
35	McKay Road West - Street C east to Street I	2026-2027	382,000	-		382,000	-			294,006	87,994
36	McKay Road West - Essa Road east to Street C	2026-2027	963,000	-		963,000	-			741,173	221,827
37	McKay Road West - Hwy 400 proposed interchange boundary east to Street k	2031-2033	133,000	-		133,000	-			102,363	30,637
38	Big Bay Point Road - Street N east to 20 Sideroad	2031-2033	323,000	-		323,000	-			248,597	74,403
39	County Road No. 27 - Mapleview Drive West south to Lougheed Road (2013); Zone 3S Reinforcement supply loop for annexed lands (no existing pipes)	2015-2016	454,000	-		454,000	-			274,499	179,501
<b>Total</b>			<b>46,624,700</b>	<b>-</b>	<b>-</b>	<b>46,624,700</b>	<b>794,200</b>	<b>-</b>	<b>45,830,500</b>	<b>35,116,368</b>	<b>10,714,132</b>

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### **5.5.2 Wastewater Services – Collection Systems**

As per the Municipality's consulting engineer (AMEC), several wastewater linear projects were identified for inclusion in the DC through the Wastewater Collection Master Plan, October 2013 Final, undertaken as part of the Secondary Planning Process. As part of the Fiscal Impact Analysis and the City's Infrastructure Implementation Plan, refinements to timing and costs of the program were made, where necessary, including inflating the costs identified to 2014 values.

The total cost of the program equals \$59,304,000 and includes 25 projects such as extensions of trunk sewers, twinning of other sewers and works related to pump stations. Of the total cost, \$2,716,800 has been identified as benefitting existing development and \$10,270,400 has been identified as oversizing that would allow additional growth beyond the secondary plan areas. This amount will be funded by the City until such time as the benefitting growth is identified in the future, at which time it would form an area specific DC for the benefitting growth. The net growth related cost for inclusion in the DC is therefore, \$46,316,800.

The allocation between residential and non-residential development related to wastewater linear capital costs in the Salem and Hewitt's Secondary Plan Areas is based on incremental growth in population to employment, over the build out forecast period for these areas. This split results in a 77% allocation to residential and a 23% allocation to non-residential.

INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION

City of Barrie  
 Service: Wastewater - Collection System - Salem & Hewitt's Secondary Plan Areas

Pj_i_No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2014\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Benefit to Existing Development	Less:		Total	
								Grants, Subsidies and Other Contributions Attributable to New Development	Residential Share	Non-Residential Share	
1	2014-Build Out Salem & Hewitt's Secondary Plan Areas Twinning 1940 metres 350 mm Holly Pumping Station for Project 21101-a	2015-2017	1,453,000	-	-	1,453,000	726,500			531,172	195,328
2	Construction of 1220 metres 525mm sewer on McKay Road (Depth 5-10 metres)	2015-2019	7,729,000	-	-	7,729,000	-			5,650,966	2,078,034
3	Construction of 3050 metres 600mm sewer on McKay Road	2017-2020	16,353,000	-	-	16,353,000	-			11,956,300	4,396,700
4	Construction of 1430 metres 750 mm Huronia sewer trunk north of McKay Road (considering taking flows from the south)	2015-2019	6,802,000	-	3,974,200	2,827,800	-			2,067,512	760,288
5	Hewitts Sewer Trunk Extension from pre-2010 boundary to Phase 1 boundary, total 1050 metres Construction of 640 metres 525 mm Sewer Trunk (depth: 5-10 metres) (Considering taking flows from the south)	2015-2017	1,761,000	-	779,300	981,700	-			717,758	263,942
6	Hewitts Sewer Trunk Extension from pre-2010 boundary to Phase 1 boundary, total 1050 metres Construction of 410 metres 525 mm Sewer Trunk (depth: 10-15 metres) (Considering taking flows from the south)	2015-2017	4,156,000	-	1,687,300	2,468,700	-			1,804,960	663,740
7	Construction of 550 metres 825 mm Hewitts Sewer Trunk (on pre-2011 boundary land) Pre-2010 Boundary: After decommissioning PS3	2015-2016	1,824,000	-	-	1,824,000	-			1,333,596	490,404
8	construction of 1140 metres 1050mm Sewer Trunk to connect SAP 08023 (previous pumping station inlet manhole) and SAP21038	2014-2016	2,535,000	-	-	2,535,000	253,500			1,668,091	613,409
9	Pre-2010 Boundary: Twinning 960 metres 250 mm sewer on Bishop Dr. and Patterson Road	2015-2016	1,064,000	-	-	1,064,000	957,600			77,793	28,607
10	Project 23402 Pre-2010 City Boundary twinning 160 m 350mm dia sewer on Morrow Rd	2015-2016	313,000	-	-	313,000	250,400			45,769	16,831
11	Construction of Twin 250mm forcemain from the new pumping station to connect McKay Road Sewer Trunk (180 metres)	2026-2028	265,000	-	-	265,000	-			193,752	71,248
12	Hewitts Sewer Trunk Extension south of the Phase 1/3 boundary , total 580 metres Construction of 110 metres 450 mm Sewer Trunk (depth: 5-10 metres) (Considering taking flows from the south)	2027-2028	295,000	-	222,900	72,100	-			52,715	19,385
13	Hewitts Sewer Trunk Extension south of the Phase 1/3 boundary , total 580 metres Construction of 470 metres 450 mm Sewer Trunk (depth: <5 metres) (Considering taking flows from the south)	2027-2028	462,000	-	153,800	308,200	-			225,337	82,863

**INFRASTRUCTURE COSTS COVERED IN THE DC CALCULATION**

City of Barrie  
 Service: Wastewater - Collection System - Salem & Hewitt's Secondary Plan Areas

Pj/No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2014\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Benefit to Existing Development	Less:		Total		
								Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share	
14	2014-Build Out Salem & Hewitt's Secondary Plan Areas Construction of Twin 250mm forcemain (730 metres)	2026-2028	1,073,000	-	-	1,073,000	-	-	-	1,073,000	784,511	288,489
15	Construction of 640 metres 525mm sewer on Huronia Road from new city southern boundary to McKay Road Project 21401 (considering taking flows from the south)	2031	3,780,000	-	3,452,900	327,100	-	-	-	327,100	239,155	87,945
16	Construction of 1528 metres 375mm sewer on Mapleview Dr East	2015-2019	2,027,000	-	-	2,027,000	-	-	-	2,027,000	1,482,017	544,983
17	Pre-2010 Boundary: After decommissioning PS4, construction of 750 metres 300 mm Sewer Trunk	2015-2016	1,670,000	-	-	1,670,000	501,000	-	-	1,169,000	854,700	314,300
18	265 m of 375 mm Sewer on McKay	2015	549,000	-	-	549,000	-	-	-	549,000	401,395	147,605
19	Upgrade Holly Pumping Station (including wetwell, connection, pumps, controls and etc.) to rated capacity of 180 L/s	2015-2018	1,740,000	-	-	1,740,000	-	-	-	1,740,000	1,272,180	467,820
20	Construction of a new pumping station (100L/s) at south end of the west annexed lands	2026-2028	1,394,000	-	-	1,394,000	-	-	-	1,394,000	1,019,206	374,794
21	Provision of required additional on-duty pump rated at 50 l/s for the Salem Secondary Plan. Project 21402	2031-2032	235,000	-	-	235,000	-	-	-	235,000	171,817	63,183
22	Construction of a new pumping station (ultimate capacity 420 80 L/s Equip for 40l/s) at east end of the Hewitts Secondary Plan lands. Project 22302	2026-2028	1,338,000	-	-	1,338,000	-	-	-	1,338,000	978,263	359,737
23	Provision of required additional on-duty pump rated at 40 l/s for the Hewitt's Secondary Plan. Project 21401	2031-2032	208,000	-	-	208,000	-	-	-	208,000	152,077	55,923
24	Pre-2010 Boundary: Decommissioning Pumping Station No.3	2014-2016	139,000	-	-	139,000	-	-	-	139,000	101,628	37,372
25	Pre-2010 Boundary: Decommissioning Pumping Station No.4	2015-2016	139,000	-	-	139,000	27,800	-	-	111,200	81,303	29,897
	<b>Total</b>		<b>59,304,000</b>	<b>-</b>	<b>10,270,400</b>	<b>49,033,600</b>	<b>2,716,800</b>	<b>-</b>	<b>-</b>	<b>46,316,800</b>	<b>33,863,973</b>	<b>12,452,827</b>

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## **6. DEVELOPMENT CHARGE CALCULATION**





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## 6. DEVELOPMENT CHARGE CALCULATION

Table 6-1 calculates the proposed area specific development charges to be imposed for infrastructure services based upon an 18-year forecast (2031) horizon (stormwater, wastewater linear, and water linear) for the Former City Municipal Boundary Areas. Table 6-2 calculates the proposed area specific development charges to be imposed for water and wastewater linear services based on a build out forecast for the Salem and Hewitt's Secondary Plan Areas.

Table 6-3 calculates the proposed uniform development charge to be imposed on anticipated development in the City for City-wide services over an 18-year planning horizon. Table 6-4 calculates the proposed uniform development charge to be imposed on anticipated development in the City for City-wide services over a 10-year planning horizon.

The calculation for residential development is generated on a per capita basis and is based upon four forms of housing types (single and semi-detached, apartments 2+ bedrooms, apartment's bachelor and 1 bedroom, and other multiples). The non-residential development charge has been calculated on a per sq.ft. of gross floor area basis for all types of non-residential development (industrial, commercial and institutional).

The DC-eligible costs for each service component were developed in Chapter 5 for all City services, based on their proposed capital programs.

For the residential calculations, the total cost is divided by the "gross" (new resident) population to determine the per capita amount. The eligible DC cost calculations set out in Chapter 5 are based on the net anticipated population increase (the forecast new unit population less the anticipated decline in existing units). The cost per capita is then multiplied by the average occupancy of the new units (Appendix A, Schedule 5) to calculate the charge in Tables 6-1, 6-2, 6-3 and 6-4.

With respect to non-residential development, the total costs in the uniform charge allocated to non-residential development (based on need for service) have been divided by the anticipated development over the planning period to calculate a cost per sq.ft. of gross floor area.

Note that the non-residential charges are presented on a "Blended" basis whereas, as discussed in the next paragraph, the City currently imposes charges against retail and non-retail uses.

With respect to retail and non-retail development, the total costs in the non-residential uniform charge (in Tables 6-1 through 6-4) have been allocated by the anticipated development (i.e. employees) over the planning period. To calculate the cost per sq.ft. of gross floor area these cost allocations have been divided by the associated sq.ft. per employees. In the past the City

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has adopted its by-law with differentiated charge for retail vs. non-retail charges. This differentiation is anticipated to continue therefore these charges have been calculated and are provided in Tables 6-7 through 6-10.

Tables 6-5 and 6-11 summarize the total development charges that are applicable and Table 6-6 summarizes the gross capital expenditures and sources of revenue for works to be undertaken during the 5-year life of the by-law.

It is also noted that currently the City imposes a reduced development charge on industrial development. Through the fiscal impact analysis recently undertaken, it was determined that reducing the industrial development charges further than the non-retail charge, would have direct impacts on the City's debt capacity and increases to both property taxes and water/wastewater rates. Therefore, no reduction to development charges have been calculated as part of the analysis found within this report.

**TABLE 6-1**  
**CITY OF BARRIE**  
**DEVELOPMENT CHARGE CALCULATION**  
**Area Specific Services - Former City Municipal Boundary**  
**2014-2031**

SERVICE	2014 \$ DC Eligible Cost		2014 \$ DC Eligible Cost	
	Residential	Non-Residential	Residential	Non-Residential
			SDU	Blended per ft <sup>2</sup>
	\$	\$	\$	\$
1. <u>Stormwater Drainage and Control Services</u>				
1.1 Channels, drainage and ponds	39,412,805	15,542,988	3,510	1.34
2. <u>Wastewater Services</u>				
2.1 Collection Systems	8,235	5,385	1	-
3. <u>Water Services</u>				
3.1 Distribution Systems	7,493,153	4,609,017	667	0.40
<b>TOTAL</b>	<b>\$46,914,192</b>	<b>\$20,157,391</b>	<b>\$4,178</b>	<b>\$1.74</b>
<b>DC ELIGIBLE CAPITAL COST</b>	<b>\$46,914,192</b>	<b>\$20,157,391</b>		
18 Year Gross Population / GFA Growth (ft <sup>2</sup> .)	35,150	11,612,000		
Cost Per Capita / Non-Residential GFA (ft <sup>2</sup> .)	\$1,334.69	\$1.74		
<u>By Residential Unit Type</u>	<u>p.p.u</u>			
Single and Semi-Detached Dwelling	3.13	\$4,178		
Apartments - 2 Bedrooms +	1.93	\$2,576		
Apartments - Bachelor and 1 Bedroom	1.38	\$1,842		
Other Multiples	2.34	\$3,123		

**TABLE 6-2**  
**CITY OF BARRIE**  
**DEVELOPMENT CHARGE CALCULATION**  
**Area Specific Services - Salem & Hewitt's Secondary Plan Areas**  
**2014-Build Out**

SERVICE	2014 \$ DC Eligible Cost		2014 \$ DC Eligible Cost	
	Residential	Non-Residential	Residential	Non-Residential
			SDU	Blended per ft <sup>2</sup>
	\$	\$	\$	\$
4. <u>Wastewater Services</u>				
4.1 Collection Systems	33,863,973	12,452,827	2,373	1.01
5. <u>Water Services</u>				
5.1 Distribution Systems	35,116,368	10,714,132	2,460	0.87
<b>TOTAL</b>	<b>\$68,980,341</b>	<b>\$23,166,959</b>	<b>\$4,833</b>	<b>\$1.88</b>
<b>DC ELIGIBLE CAPITAL COST</b>	<b>\$68,980,341</b>	<b>\$23,166,959</b>		
Build out Gross Population / GFA Growth (ft <sup>2</sup> .)	44,672	12,313,000		
Cost Per Capita / Non-Residential GFA (ft <sup>2</sup> .)	\$1,544.15	\$1.88		
<u>By Residential Unit Type</u>	<u>p.p.u</u>			
Single and Semi-Detached Dwelling	3.13	\$4,833		
Apartments - 2 Bedrooms +	1.93	\$2,979		
Apartments - Bachelor and 1 Bedroom	1.38	\$2,130		
Other Multiples	2.34	\$3,612		

**TABLE 6-3**  
**CITY OF BARRIE**  
**DEVELOPMENT CHARGE CALCULATION**  
**Municipal-wide Services**  
**2014-2031**

SERVICE	2014 \$ DC Eligible Cost		2014 \$ DC Eligible Cost	
	Residential	Non-Residential	Residential	Non-Residential
			SDU	Blended per ft <sup>2</sup>
	\$	\$	\$	\$
6. <u>Wastewater Services</u>				
6.1 Facilities	30,634,464	11,265,237	1,288	0.62
6.2 Facilities Related Debt	89,894,525	33,056,988	3,780	1.85
	120,528,989	44,322,225	5,068	2.47
7. <u>Water Services</u>				
7.1 Facilities	13,621,392	5,009,006	573	0.28
7.2 Facilities Related Debt	154,613,885	56,856,292	6,502	3.18
	168,235,277	61,865,298	7,075	3.46
8. <u>Roads</u>				
8.1 Roads	384,896,251	207,251,827	16,185	11.59
9. <u>Roads Related</u>				
9.1 Roads Related Facilities & Fleet	12,709,450	6,843,550	534	0.38
10. <u>Protection</u>				
10.1 Facilities, Vehicles, Equipment & Gear	14,877,289	5,470,838	626	0.31
<b>TOTAL</b>	<b>\$701,247,257</b>	<b>\$325,753,739</b>	<b>\$29,488</b>	<b>\$18.21</b>
<b>DC ELIGIBLE CAPITAL COST</b>	<b>\$701,247,257</b>	<b>\$325,753,739</b>		
18 Year Gross Population / GFA Growth (ft <sup>2</sup> .)	74,434	17,889,300		
Cost Per Capita / Non-Residential GFA (ft <sup>2</sup> .)	\$9,421.06	\$18.21		
<b>By Residential Unit Type</b>	<b>D.P.U</b>			
Single and Semi-Detached Dwelling	3.13	\$29,489		
Apartments - 2 Bedrooms +	1.93	\$18,183		
Apartments - Bachelor and 1 Bedroom	1.38	\$13,001		
Other Multiples	2.34	\$22,045		

**TABLE 6-4**  
**CITY OF BARRIE**  
**DEVELOPMENT CHARGE CALCULATION**  
**Municipal-wide Services**  
**2014-2023**

SERVICE	2014 \$ DC Eligible Cost		2014 \$ DC Eligible Cost	
	Residential	Non-Residential	Residential	Non-Residential
			SDU	Blended per ft <sup>2</sup>
	\$	\$	\$	\$
11. <u>Transit</u>				
11.1 Transit facilities, vehicles & other infrastructure	6,788,411	2,743,110	514	0.25
12. <u>Parking</u>				
12.1 Municipal parking spaces	2,924,113	1,181,597	221	0.11
13. <u>Parks and Recreation</u>				
13.1 Parks & Recreation	70,727,248	3,722,487	5,357	0.33
14. <u>Library Services</u>				
14.1 Library facilities & materials	6,319,722	332,617	479	0.03
15. <u>Administration</u>				
15.1 Studies	4,832,678	1,952,823	366	0.17
16. <u>Paramedics</u>				
16.1 Facilities, Vehicles & equipment	914,376	369,488	69	0.03
17. <u>Social Housing</u>				
17.1 Social Housing facilities	2,468,962	0	187	0.00
<b>TOTAL</b>	<b>\$94,975,511</b>	<b>\$10,302,121</b>	<b>\$7,193</b>	<b>\$0.92</b>
<b>DC ELIGIBLE CAPITAL COST</b>	<b>\$94,975,511</b>	<b>\$10,302,121</b>		
10 Year Gross Population / GFA Growth (ft <sup>2</sup> .)	41,327	11,255,200		
Cost Per Capita / Non-Residential GFA (ft <sup>2</sup> .)	\$2,298.15	\$0.92		
<b>By Residential Unit Type</b>	<b>p.p.u</b>			
Single and Semi-Detached Dwelling	3.13	\$7,193		
Apartments - 2 Bedrooms +	1.93	\$4,435		
Apartments - Bachelor and 1 Bedroom	1.38	\$3,171		
Other Multiples	2.34	\$5,378		

**TABLE 6-5  
CITY OF BARRIE  
DEVELOPMENT CHARGE CALCULATION  
TOTAL ALL SERVICES**

	2014 \$ DC Eligible Cost		2014 \$ DC Eligible Cost	
	Residential	Non-Residential	Residential	Non-Residential
			SDU	Blended per ft <sup>2</sup>
	\$	\$	\$	\$
Municipal-wide Services 18 Year	701,247,257	325,753,739	29,488	18.21
Municipal-wide Services 10 Year	94,975,511	10,302,121	7,193	0.92
<b>Total Municipal-wide Services</b>	<b>796,222,767</b>	<b>336,055,860</b>	<b>36,681</b>	<b>19.13</b>
Area Specific - Former City Municipal Boundary Areas	46,914,192	20,157,391	4,178	1.74
Area Specific - Salem & Hewitt's Secondary Plan Areas	68,980,341	23,166,959	4,833	1.88
<b>Total Former City Municipal Boundary Areas</b>	<b>843,136,959</b>	<b>356,213,251</b>	<b>40,859</b>	<b>20.87</b>
<b>Total Salem &amp; Hewitt's Secondary Plan Areas</b>	<b>865,203,109</b>	<b>359,222,819</b>	<b>41,514</b>	<b>21.01</b>

Table 6-6  
CITY OF BARRIE  
GROSS EXPENDITURE AND SOURCES OF REVENUE SUMMARY  
FOR COSTS TO BE INCURRED OVER THE LIFE OF THE BY-LAW

Service	TOTAL GROSS COST	SOURCES OF FINANCING						DC RESERVE FUND	
		OTHER DEDUCTIONS	TAX BASE OR OTHER NON-DC SOURCE BENEFIT TO EXISTING	OTHER FUNDING	LEGISLATED REDUCTION	POST DC PERIOD BENEFIT	RESIDENTIAL	NON-RESIDENTIAL	
1. Stormwater Drainage and Control Services 1.1 Channels, drainage and ponds	28,370,233	0	14,490,008	0	0	0	9,954,521	3,925,704	
2. Wastewater Services 2.1 Sewers - Former City Municipal Boundary Areas	39,810	0	26,190	0	0	8,235	5,385		
3. Water Services 3.1 Distribution systems - Former City Municipal Boundary Areas	21,672,340	0	9,570,170	0	0	7,493,153	4,609,017		
4. Wastewater Services 4.1 Sewers - Salem & Hewitt's Secondary Plan Areas	38,765,900	5,645,960	2,716,800	0	0	22,228,891	8,174,249		
5. Water Services 5.1 Distribution systems - Salem & Hewitt's Secondary Plan Areas	15,652,813	0	794,200	0	0	11,278,869	3,579,744		
6. Wastewater Services 6.1 Facilities	52,091,700	0	17,612,620	0	0	25,208,966	9,270,114		
7. Water Services 7.1 Facilities	1,265,500	0	0	0	0	925,255	340,245		
8. Roads 8.1 Roads	270,749,474	0	62,118,520	35,656,178	0	112,433,604	60,541,172		
9. Roads Related 9.1 Roads Related Facilities & Fleet	23,916,882	0	1,285,200	0	0	11,874,789	6,394,117		
10. Protection 10.1 Facilities, Vehicles, Equipment & Gear	58,142,500	0	41,454,000	0	0	4,753,469	1,747,997		
11. Transit 11.1 Transit facilities, vehicles & other infrastructure	28,878,576	1,212,764	9,380,600	0	734,407	4,707,443	1,902,217		
12. Parking 12.1 Municipal parking spaces	12,001,000	0	7,286,000	0	456,190	2,924,113	1,181,597		
13. Parks and Recreation 13.1 Parks & Recreation	68,421,222	0	18,769,967	0	4,626,868	39,559,722	2,082,091		
14. Library Services 14.1 Library facilities & materials	4,486,800	0	0	0	358,956	3,069,074	161,530		
15. Administration 15.1 Studies	5,810,681	0	120,000	121,723	544,122	3,487,746	1,409,353		
16. Paramedics 16.1 Facilities, Vehicles & equipment	6,461,535	0	1,271,914	0	161,119	1,032,750	417,321		
17. Social Housing 17.1 Social Housing facilities	11,621,338	0	0	8,878,047	274,329	2,468,962	0		
<b>TOTAL EXPENDITURES &amp; REVENUES</b>	<b>\$648,348,303</b>	<b>\$6,858,724</b>	<b>\$186,896,190</b>	<b>\$44,655,948</b>	<b>\$7,155,991</b>	<b>\$33,630,034</b>	<b>\$263,409,563</b>	<b>\$105,741,853</b>	

**TABLE 6-7**  
**CITY OF BARRIE**  
**DEVELOPMENT CHARGE CALCULATION - RETAIL/NON-RETAIL CHARGES**  
**Area Specific Services - Former City Municipal Boundary**  
**2014-2031**

SERVICE	2014 \$ DC Eligible Cost			
	Non-Residential			
	Retail	Non-Retail	Retail per ft <sup>2</sup>	Non-Retail per ft <sup>2</sup>
1. <u>Stormwater Drainage and Control Services</u>	\$	\$	\$	\$
1.1 Channels, drainage and ponds	2,475,949	11,010,542	1.00	1.20
2. <u>Wastewater Services</u>				
2.1 Collection Systems	858	3,815	-	-
3. <u>Water Services</u>				
3.1 Distribution Systems	734,202	3,264,995	0.30	0.36
<b>TOTAL</b>	<b>\$3,211,009</b>	<b>\$14,279,352</b>	<b>\$1.30</b>	<b>\$1.56</b>
DC ELIGIBLE CAPITAL COST	\$3,211,009	\$14,279,352		
18 Year GFA Growth (ft <sup>2</sup> .)	2,473,700	9,138,300		
Cost Per Non-Residential GFA (ft <sup>2</sup> .)	\$1.30	\$1.56		

**TABLE 6-8**  
**CITY OF BARRIE**  
**DEVELOPMENT CHARGE CALCULATION - RETAIL/NON-RETAIL CHARGES**  
**Area Specific Services - Salem & Hewitt's Secondary Plan Areas**  
**2014-Build Out**

SERVICE	2014 \$ DC Eligible Cost			
	Non-Residential			
	Retail	Non-Retail	Retail per ft <sup>2</sup>	Non-Retail per ft <sup>2</sup>
4. <u>Wastewater Services</u>			\$	\$
4.1 Collection Systems	2,416,053	10,036,774	1.52	0.94
5. <u>Water Services</u>				
5.1 Distribution Systems	2,078,718	8,635,414	1.30	0.80
<b>TOTAL</b>	<b>\$4,494,771</b>	<b>\$18,672,188</b>	<b>\$2.82</b>	<b>\$1.74</b>
DC ELIGIBLE CAPITAL COST	\$4,494,771	\$18,672,188		
Build out GFA Growth (ft <sup>2</sup> .)	1,592,600	10,720,400		
Cost Per Non-Residential GFA (ft <sup>2</sup> .)	\$2.82	\$1.74		



**TABLE 6-9**  
**CITY OF BARRIE**  
**DEVELOPMENT CHARGE CALCULATION - RETAIL/NON-RETAIL CHARGES**  
**Municipal-wide Services**  
**2014-2031**

SERVICE	2014 \$ DC Eligible Cost			
	Non-Residential			
	Retail	Non-Retail	Retail per ft <sup>2</sup>	Non-Retail per ft <sup>2</sup>
			\$	\$
6. <u>Wastewater Services</u>				
6.1 Facilities	3,268,635	7,996,602	0.86	0.56
6.2 Facilities Related Debt	9,591,563	23,465,425	2.52	1.67
	12,860,198	31,462,027	3.38	2.23
7. <u>Water Services</u>				
7.1 Facilities	1,453,375	3,555,631	0.38	0.25
7.2 Facilities Related Debt	16,496,987	40,359,305	4.34	2.87
	17,950,362	43,914,936	4.72	3.12
8. <u>Roads and Related</u>				
8.1 Roads	60,134,605	147,117,222	15.81	10.45
9. <u>Roads Related</u>				
9.1 Roads Related Facilities & Fleet	1,985,672	4,857,878	0.52	0.34
10. <u>Protection</u>				
10.1 Facilities, Vehicles, Equipment & Gear	1,587,376	3,883,461	0.42	0.28
<b>TOTAL</b>	<b>\$94,518,214</b>	<b>\$231,235,525</b>	<b>\$24.85</b>	<b>\$16.42</b>
<b>DC ELIGIBLE CAPITAL COST</b>	<b>\$94,518,214</b>	<b>\$231,235,525</b>		
18 Year GFA Growth (ft <sup>2</sup> .)	3,803,800	14,085,500		
Cost Per Non-Residential GFA (ft <sup>2</sup> .)	\$24.85	\$16.42		

**TABLE 6-10**  
**CITY OF BARRIE**  
**DEVELOPMENT CHARGE CALCULATION - RETAIL/NON-RETAIL CHARGES**  
**Municipal-wide Services**  
**2014-2023**

SERVICE	2014 \$ DC Eligible Cost			
	Non-Residential			
	Retail	Non-Retail	Retail per ft <sup>2</sup>	Non-Retail per ft <sup>2</sup>
			\$	\$
11. <u>Transit</u>				
11.1 Transit facilities, vehicles & other infrastructure	798,517	1,944,593	0.33	0.21
12. <u>Parking</u>				
12.1 Municipal parking spaces	343,962	837,635	0.14	0.09
13. <u>Parks and Recreation</u>				
13.1 Parks & Recreation	1,083,613	2,638,874	0.46	0.30
14. <u>Library Services</u>				
14.1 Library facilities & materials	96,825	235,792	0.04	0.03
15. <u>Administration</u>				
15.1 Studies	568,465	1,384,358	0.24	0.16
16. <u>Paramedics</u>				
16.1 Facilities, Vehicles & equipment	107,558	261,930	0.05	0.03
17. <u>Social Housing</u>				
17.1 Social Housing facilities	-	-	0.00	0.00
<b>TOTAL</b>	<b>\$2,998,939</b>	<b>\$7,303,183</b>	<b>\$1.26</b>	<b>\$0.82</b>
<b>DC ELIGIBLE CAPITAL COST</b>	<b>\$2,998,939</b>	<b>\$7,303,183</b>		
10 Year Gross Population / GFA Growth (ft <sup>2</sup> .)	2,382,300	8,872,900		
Cost Per Capita / Non-Residential GFA (ft <sup>2</sup> .)	\$1.26	\$0.82		

**TABLE 6-11**  
**CITY OF BARRIE**  
**DEVELOPMENT CHARGE CALCULATION - RETAIL/NON-RETAIL CHARGES**  
**TOTAL ALL SERVICES**

	2014 \$ DC Eligible Cost			
	Non-Residential			
	Retail	Non-Retail	Retail per ft <sup>2</sup>	Non-Retail per ft <sup>2</sup>
			\$	\$
Municipal-wide Services 18 Year	94,518,214	231,235,525	24.85	16.42
Municipal-wide Services 10 Year	2,998,939	7,303,183	1.26	0.82
<b>Total Municipal-wide Services</b>	<b>97,517,152</b>	<b>238,538,708</b>	<b>26.11</b>	<b>17.25</b>
Area Specific - Former City Municipal Boundary Areas	3,211,009	14,279,352	1.30	1.56
Area Specific - Salem & Hewitt's Secondary Plan Areas	4,494,771	18,672,188	2.82	1.74
<b>Total Former City Municipal Boundary Areas</b>	<b>100,728,161</b>	<b>252,818,059</b>	<b>27.41</b>	<b>18.81</b>
<b>Total Salem &amp; Hewitt's Secondary Plan Areas</b>	<b>102,011,924</b>	<b>257,210,895</b>	<b>28.93</b>	<b>18.99</b>



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## **7. DEVELOPMENT CHARGE POLICY RECOMMENDATIONS AND DEVELOPMENT CHARGE BY-LAW RULES**



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## **7. DEVELOPMENT CHARGE POLICY RECOMMENDATIONS AND DEVELOPMENT CHARGE BY-LAW RULES**

### **7.1 Introduction**

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

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

Paragraph 10 of the section goes on to state that the rules may provide for exemptions, phasing in and/or indexing of development charges.

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

- the total of all development charges that would be imposed on anticipated development must not exceed the capital costs determined under 5(1) 2-8 for all services involved;
- if the rules expressly identify a type of development, they must not provide for it to pay development charges that exceed the capital costs that arise from the increase in the need for service for that type of development; however, this requirement does not relate to any particular development; and
- if the rules provide for a type of development to have a lower development charge than is allowed, the rules for determining development charges may not provide for any resulting shortfall to be made up via other development.

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

The rules provided are based on the City’s existing policies; however, there are items under consideration at this time and these may be refined prior to adoption of the by-law.

### **7.2 Development Charge By-law Structure**

**It is recommended that:**

- the City uses a uniform City-wide development charge calculation for all City services except stormwater, water and wastewater linear services;
- the City use area specific development charge calculations for stormwater services, water linear and wastewater linear services in the Former City Municipal Boundary Areas;

- the City use area specific development charge calculations for water linear and wastewater linear services in the Salem and Hewitt's Secondary Plan Areas; and
- one City development charge by-law be used for all services.

### **7.3 Development Charge By-law Rules**

The following subsections set out the recommended rules governing the calculation, payment and collection of development charges in accordance with Section 6 of the *Development Charges Act, 1997*.

**It is recommended that the following sections provide the basis for the development charges:**

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

In accordance with the *Development Charges Act, 1997*, s.2(2), a development charge be calculated, payable and collected where the development requires one or more of the following:

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

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

The following conventions be adopted:

- 1) Costs allocated to residential uses will be assigned to different types of residential units based on the average occupancy for each housing type constructed during the previous decade. Costs allocated to non-residential uses will be assigned based on the amount of square feet of gross floor area constructed for eligible uses (i.e. retail and non-retail).
- 2) Costs allocated to residential and non-residential uses are based upon a number of conventions, as may be suited to each City circumstance, e.g.



- for Administration, Paramedics, Parking and Transit, the costs have been based on a population vs. employment growth ratio (71%/29%) for residential and non-residential, respectively) over the 10-year forecast period;
- for Parks and Recreation and Library services, a 5% non-residential attribution has been made to recognize use by the non-residential sector;
- for road and roads related costs (18 years), the allocation of 65% residential/35% non-residential was based on population and (adjusted) employment as a percentage of the total, with the employment modified (i.e. weighting applies to jobs held by in-commuters, based on their lower impact on roads) to take into consideration Barrie's particular circumstances.;
- for Protection, the costs have been based on a population vs. employment growth ratio (73%/27%) for residential and non-residential, respectively, over the 18-year forecast period;
- for Social Housing, 100% of costs have been allocated to residential development as this services is purely residential-based;
- for water and wastewater facilities and related debt, a 73% residential/27% non-residential allocation has been made based on a population vs. employment growth ratio over the 18-year forecast period;
- for water and wastewater linear in the Salem and Hewitt's Secondary Plan Areas, costs have been based on a population vs. employment growth ratio of 77%/23% over the build out forecast for the secondary plan areas; and
- for stormwater, water and wastewater linear in the Former City Municipal Boundary Areas, cost have been allocated 70% residential and 30% non-residential based on the 18-year forecast for the former city municipal boundary areas.

### **7.3.3 Application to Redevelopment of Land (Demolition and Conversion)**

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

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

The demolition reduction is allowed only if the land was improved by occupied structures, and if the demolition permit related to the site was issued, less than 60 months prior to the issuance of

a building permit. The reduction can, in no case, exceed the amount of development charges that would otherwise be payable.

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

#### a) Statutory exemptions

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

#### b) Non-statutory exemptions

- all residential building permits not resulting in the creation of an additional dwelling units;
- Institutional development by Community Colleges or Universities on lands owned by and used for the purposes of Colleges or Universities;

### **7.3.5 Phasing in**

No provisions for phasing-in the development charge are provided in the draft development charge by-law.

### **7.3.6 Timing of Collection**

The development charge for most services be collected at the time of issuance of the first building permit, subject to early or late payment agreements entered into by the City and an owner under s.27 of the DCA, 1997.

For residential developments proceeding through subdivision application under Section 51 of the *Planning Act*, roads, stormwater, water services - facilities, wastewater services - facilities, water services - facilities related debt, wastewater services - facilities related debt, water services – distribution systems and wastewater services – collection systems development charges will be paid at the time of the subdivision or other development agreement, based upon the estimated development to occur on the lands, subject to review as the lands develop.

### **7.3.7 Indexing**

Indexing of the development charges shall be implemented on an automatic basis annually commencing from January 1, 2015, in accordance with the Statistics Canada Quarterly, Construction Price Statistics for the most recent year over year period

### **7.3.8 The Applicable Areas**

The municipal wide charges developed herein are applicable to all areas of the City. The area specific charges developed herein are applicable to the Former City Municipal Boundary Areas or the Salem & Hewitt's Secondary Plan Areas as defined in the by-law.

## **7.4 Other Development Charge By-law Provisions**

**It is recommended that:**

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

It is recommended that nineteen separate reserve funds be established:

- 1) Parks and Recreation
- 2) Library Services
- 3) Administration
- 4) Paramedics
- 5) Parking
- 6) Transit
- 7) Roads
- 8) Roads Related
- 9) Protection
- 10) Social Housing
- 11) Wastewater Services - Facilities
- 12) Wastewater Services - Facilities Related Debt
- 13) Water Services - Facilities
- 14) Water Services - Facilities Related Debt
- 15) Stormwater Services (former City Municipal Boundary)
- 16) Water Services – Distribution Systems (former City Municipal Boundary)
- 17) Wastewater Services – Collection Systems (former City Municipal Boundary)
- 18) Water Services – Distribution Systems (Salem & Hewitt's Secondary Plans)
- 19) Wastewater Services – Collection Systems (Salem & Hewitt's Secondary Plans).

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It is recommended that this breakdown of each reserve fund be implemented in conjunction with the new by-law. Appendix D outlines the reserve fund policies that the City is required to follow as per the DC Act.

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

A by-law under the DCA, 1997 comes into force on the day after which the by-law is passed by Council.

#### **7.4.3 *Minimum Interest Rate Paid on Refunds and Charges for Inter-Reserve Fund Borrowing***

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

#### **7.4.4 *Non-Residential Charges***

It is recommended that the Non-residential charges be differentiated by Retail and Non-Retail charges as presented.

### **7.5 Other Recommendations**

**It is recommended that Council:**

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

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

“Approve the capital project listing set out in Chapter 5 of the Development Charges Background Study dated June 6, 2014, subject to further annual review during the capital budget process”;

“Approve the Development Charges Background Study dated June 6, 2014, as amended (if applicable)”;

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

“Approve the Development Charge By-law as set out in Appendix F.”

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## **8. BY-LAW IMPLEMENTATION**



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## 8. BY-LAW IMPLEMENTATION

### 8.1 Public Consultation Process

#### 8.1.1 *Introduction*

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

#### 8.1.2 *Public Meeting of Council*

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

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

If a proposed by-law is changed following such a meeting, Council must determine whether a further meeting (under this section) is necessary (i.e. if the proposed by-law which is proposed for adoption has been changed in any respect, Council should formally consider whether an additional public meeting is required, incorporating this determination as part of the final by-law or associated resolution. It is noted that Council's decision, once made, is final and not subject to review by a Court or the OMB).

#### 8.1.3 *Other Consultation Activity*

There are three broad groupings of the public who are generally the most concerned with City development charge policy:

1. The first grouping is the residential development community, consisting of land developers and builders, who are typically responsible for generating the majority of the development charge revenues. Others, such as realtors, are directly impacted by development charge policy. They are, therefore, potentially interested in all aspects of the charge, particularly the quantum by unit type, projects to be funded by the DC and

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the timing thereof, and City policy with respect to development agreements, DC credits and front-ending requirements.

2. The second public grouping embraces the public at large and includes taxpayer coalition groups and others interested in public policy.
3. The third grouping is the industrial/commercial/institutional development sector, consisting of land developers and major owners or organizations with significant construction plans, such as hotels, entertainment complexes, shopping centres, offices, industrial buildings and institutions. Also involved are organizations such as Industry Associations, the Chamber of Commerce, the Board of Trade and the Economic Development Agencies, who are all potentially interested in City development charge policy. Their primary concern is frequently with the quantum of the charge, gross floor area exclusions such as basements, mechanical or indoor parking areas, or exemptions and phase-in or capping provisions in order to moderate the impact.

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

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

On the other hand, development charges or other City capital funding sources need to be obtained in order to help ensure that the necessary infrastructure and amenities are installed. The timely installation of such works is a key initiative in providing adequate service levels and in facilitating strong economic growth, investment and wealth generation.

## **8.3 Implementation Requirements**

### ***8.3.1 Introduction***

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

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



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The sections which follow overview the requirements in each case.

### **8.3.2 Notice of Passage**

In accordance with s.13 of the DCA, when a DC by-law is passed, the City Clerk shall give written notice of the passing and of the last day for appealing the by-law (the day that is 40 days after the day it was passed). Such notice must be given no later than 20 days after the day the by-law is passed (i.e. as of the day of newspaper publication or the mailing of the notice).

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

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

### **8.3.3 By-law Pamphlet**

In addition to the "notice" information, the City must prepare a "pamphlet" explaining each development charge by-law in force, setting out:

- a description of the general purpose of the development charges;
- the "rules" for determining if a charge is payable in a particular case and for determining the amount of the charge;
- the services to which the development charges relate; and
- a general description of the general purpose of the Treasurer's statement and where it may be received by the public.

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

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

### **8.3.4 Appeals**

Sections 13-19 of the DCA, 1997 set out the requirements relative to making and processing a DC by-law appeal and OMB Hearing in response to an appeal. Any person or organization may appeal a DC by-law to the OMB by filing a notice of appeal with the City Clerk, setting out the

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objection to the by-law and the reasons supporting the objection. This must be done by the last day for appealing the by-law, which is 40 days after the by-law is passed.

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

### **8.3.5 Complaints**

A person required to pay a development charge, or his agent, may complain to the City Council imposing the charge that:

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

Sections 20-25 of the DCA, 1997 set out the requirements that exist, including the fact that a complaint may not be made later than 90 days after a DC (or any part of it) is payable. A complainant may appeal the decision of City Council to the OMB.

### **8.3.6 Credits**

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

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

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

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

Part III of the DCA, 1997 (Sections 44-58) addresses front-ending agreements and removes some of the obstacles to their use which were contained in the DCA, 1989. Accordingly, the

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City assesses whether this mechanism is appropriate for its use, as part of funding projects prior to City funds being available.

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

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

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

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

In this regard, if the City in question is a commenting agency, in order to comply with subsection 59(4) of the *Development Charges Act, 1997* it would need to provide to the approval authority, information regarding the applicable City development charges related to the site.

If the City is an approval authority for the purposes of section 51 of the *Planning Act*, it would be responsible to ensure that it collects information from all entities which can impose a development charge.

The most effective way to ensure that purchasers are aware of this condition would be to require it as a provision in a registered subdivision agreement, so that any purchaser of the property would be aware of the charges at the time the title was searched prior to closing a transaction conveying the lands.



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**APPENDIX A**  
**BACKGROUND INFORMATION ON RESIDENTIAL AND**  
**NON-RESIDENTIAL GROWTH FORECAST**



**SCHEDULE 1  
CITY OF BARRIE  
RESIDENTIAL GROWTH FORECAST SUMMARY**

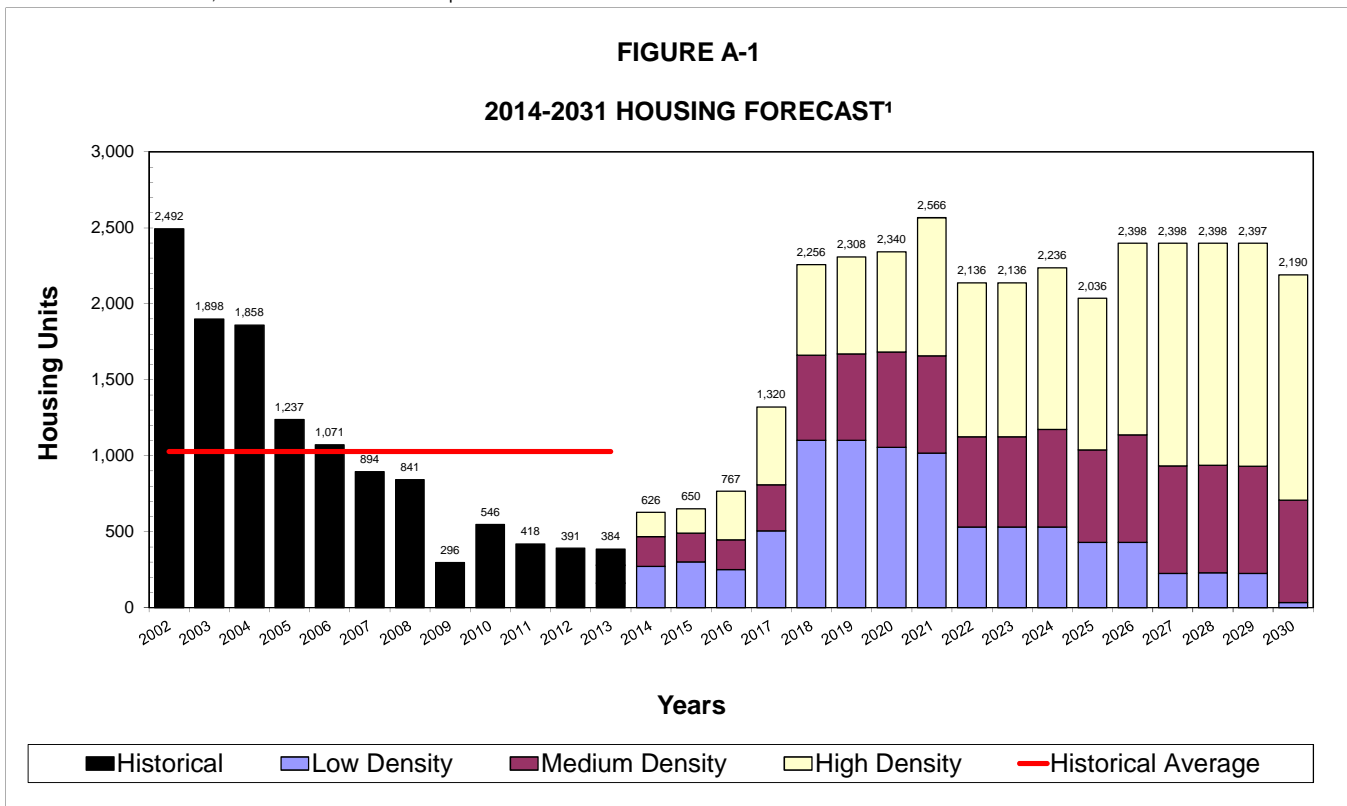
Year	Population (Excluding Census Undercount) <sup>1</sup>	Population (Including Census Undercount)	Housing Units					Total Households	Person Per Unit (PPU)
			Singles & Semi-Detached	Multiple Dwellings <sup>2</sup>	Apartments <sup>3</sup>	Other			
<i>Mid 2001</i>	103,700	107,850	25,400	4,130	7,195	130	36,855	2.81	
<i>Mid 2006</i>	128,400	133,540	31,090	7,200	8,085	130	46,505	2.76	
<i>Mid 2011</i>	135,700	141,130	33,290	7,930	8,580	135	49,935	2.72	
<i>Mid 2014</i>	138,100	143,620	33,771	8,284	8,938	135	51,128	2.70	
<i>Mid 2024</i>	174,800	181,790	40,428	12,754	14,916	135	68,233	2.56	
<i>Mid 2031</i>	202,000	210,000	42,530	17,508	24,113	135	84,286	2.40	
<i>Buildout</i>	208,700	217,050	43,164	18,176	25,211	135	86,686	2.41	
<b>Mid 2001 - Mid 2006</b>	<b>24,700</b>	<b>25,690</b>	<b>5,690</b>	<b>3,070</b>	<b>890</b>	<b>0</b>	<b>9,650</b>		
<b>Mid 2006 - Mid 2011</b>	<b>7,300</b>	<b>7,590</b>	<b>2,200</b>	<b>730</b>	<b>495</b>	<b>5</b>	<b>3,430</b>		
<b>Mid 2011 - Mid 2014</b>	<b>2,400</b>	<b>2,490</b>	<b>481</b>	<b>354</b>	<b>358</b>	<b>0</b>	<b>1,193</b>		
<b>Mid 2014 - Mid 2024</b>	<b>36,700</b>	<b>38,170</b>	<b>6,657</b>	<b>4,470</b>	<b>5,978</b>	<b>0</b>	<b>17,105</b>		
<b>Mid 2014 - Mid 2031</b>	<b>63,900</b>	<b>47,280</b>	<b>8,759</b>	<b>9,224</b>	<b>15,175</b>	<b>0</b>	<b>33,158</b>		
<b>Mid 2014 - Buildout</b>	<b>70,600</b>	<b>73,430</b>	<b>9,393</b>	<b>9,892</b>	<b>16,273</b>	<b>0</b>	<b>35,558</b>		

Source: Watson & Associates Economists Ltd., 2014.

1. Population excludes estimated net Census Undercount, which is estimated at approx. 4%.

2. Includes townhomes and apartments in duplexes.

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



Source: Historical housing activity (2002-2013) based on Statistics Canada building permits, Catalogue 64-001-XIB

1. Growth Forecast represents start year.

**SCHEDULE 2  
CITY OF BARRIE  
ESTIMATE OF THE ANTICIPATED AMOUNT, TYPE AND LOCATION OF  
DEVELOPMENT FOR WHICH DEVELOPMENT CHARGES CAN BE IMPOSED**

DEVELOPMENT LOCATION	TIMING	SINGLES & SEMI- DETACHED	MULTIPLES <sup>1</sup>	APARTMENTS <sup>2</sup>	TOTAL RESIDENTIAL UNITS	GROSS POPULATION IN NEW UNITS	EXISTING UNIT POPULATION CHANGE	NET POPULATION INCREASE
Former City Municipal Boundary Areas	2014 - 2024	1,490	2,080	4,115	7,685	16,424	(4,627)	11,797
	2014 - 2031	1,969	4,904	10,458	17,331	35,150	(10,534)	24,616
Salem & Hewitt's Secondary Plan Areas	2014 - 2024	5,167	2,390	1,863	9,420	24,903	-	24,903
	2014 - 2031	6,790	4,320	4,717	15,827	39,284	-	39,284
	2014 - Buildout	7,424	4,988	5,815	18,227	44,672	-	44,672
City of Barrie	2014 - 2024	6,657	4,470	5,978	17,105	41,327	(4,627)	36,700
	2014 - 2031	8,759	9,224	15,175	33,158	74,434	(10,534)	63,900
	2014 - Buildout	9,393	9,892	16,273	35,558	79,822	(9,222)	70,600

Source: Watson & Associates Economists Ltd., 2014

Residential distribution based on a combination of historical permit activity, available housing supply and discussions with City staff regarding future development prospects.

1. Includes townhomes and apartments in duplexes.
2. Includes bachelor, 1 bedroom and 2 bedroom+ apartments.



**SCHEDULE 3  
CITY OF BARRIE  
CURRENT YEAR GROWTH FORECAST  
MID 2011 TO MID 2014**

		POPULATION	
Mid 2011 Population		135,700	
Occupants of New Housing Units, Mid 2011 to Mid 2014	<i>Units (2)</i>	1,193	
	<i>multiplied by persons per unit (3)</i>	2.56	
	<i>gross population increase</i>	3,052	3,052
Decline in Housing Unit Occupancy, Mid 2011 to Mid 2014	<i>Units (4)</i>	49,935	
	<i>multiplied by ppu decline rate (5)</i>	-0.0131	
	<i>total decline in population</i>	-652	-652
Population Estimate to Mid 2014		138,100	
<i>Net Population Increase, Mid 2011 to Mid 2014</i>		<i>2,400</i>	

- (1) 2011 population based on StatsCan Census unadjusted for Census Undercount.
- (2) Estimated residential units constructed, Mid 2011 to the beginning of the growth period, assuming a six month lag between construction and occupancy.
- (3) Average number of persons per unit (ppu) is assumed to be:

Structural Type	Persons Per Unit <sup>1</sup>	% Distribution of Estimated Units <sup>2</sup>	Weighted Persons Per Unit Average
<i>Singles &amp; Semi Detached</i>	3.31	40%	1.33
<i>Multiples (6)</i>	2.23	30%	0.66
<i>Apartments (7)</i>	1.87	30%	0.56
Total		100%	2.56

<sup>1</sup> Based on 2006 Census custom database

<sup>2</sup> Based on Building permit/completion activity

- (4) 2011 households taken from StatsCan Census.
- (5) Decline occurs due to aging of the population and family life cycle changes, lower fertility rates and changing economic conditions.
- (6) Includes townhomes and apartments in duplexes.
- (7) Includes bachelor, 1 bedroom and 2 bedroom+ apartments.

**SCHEDULE 4  
CITY OF BARRIE  
TEN YEAR GROWTH FORECAST  
MID 2014 TO MID 2024**

		POPULATION	
Mid 2014 Population		138,100	
Occupants of New Housing Units, Mid 2014 to Mid 2024	<i>Units (2)</i>	17,105	
	<i>multiplied by persons per unit (3)</i>	2.42	
	<i>gross population increase</i>	41,327	41,327
Decline in Housing Unit Occupancy, Mid 2014 to Mid 2024	<i>Units (4)</i>	51,128	
	<i>multiplied by ppu decline rate (5)</i>	-0.0905	
	<i>total decline in population</i>	-4,627	-4,627
Population Estimate to Mid 2024		174,800	
<i>Net Population Increase, Mid 2014 to Mid 2024</i>		36,700	

(1) Mid 2014 Population based on:

2011 Population (135,700) + Mid 2011 to Mid 2014 estimated housing units to beginning of forecast period (1,193 x 2.56 = 3,052)  
+ (49,935 x -0.0131 = -652) = 138,100

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

(3) Average number of persons per unit (ppu) is assumed to be:

Structural Type	Persons Per Unit <sup>1</sup>	% Distribution of Estimated Units <sup>2</sup>	Weighted Persons Per Unit Average
<i>Singles &amp; Semi Detached</i>	3.13	39%	1.22
<i>Multiples (6)</i>	2.34	26%	0.61
<i>Apartments (7)</i>	1.67	35%	0.58
<i>one bedroom or less</i>	1.38		
<i>two bedrooms or more</i>	1.93		
Total		100%	2.42

<sup>1</sup> Persons per unit based on adjusted Statistics Canada Custom 2006 Census database.

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

(4) Mid 2014 households based upon 49,935 (2011 Census) + 1,193 (Mid 2011 to Mid 2014 unit estimate) = 51,128

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

(6) Includes townhomes and apartments in duplexes.

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

**SCHEDULE 5  
CITY OF BARRIE  
LONG TERM GROWTH FORECAST  
MID 2014 TO MID 2031**

		POPULATION
Mid 2014 Population		138,100
Occupants of New Housing Units, Mid 2014 to Mid 2031	<i>Units (2)</i>	33,158
	<i>multiplied by persons per unit (3)</i>	2.24
	<i>gross population increase</i>	74,434
		74,434
Decline in Housing Unit Occupancy, Mid 2014 to Mid 2031	<i>Units (4)</i>	51,128
	<i>multiplied by ppu decline rate (5)</i>	-0.2060
	<i>total decline in population</i>	-10,534
		-10,534
Population Estimate to		202,000
<i>Net Population Increase, Mid 2014 to Mid 2031</i>		63,900

(1) Mid 2014 Population based on:

2011 Population (135,700) + Mid 2011 to Mid 2014 estimated housing units to beginning of forecast period (1,193 x 2.56 = 3,052)  
+ (49,935 x -0.0131 = -652) = 138,100

(2) Average number of persons per unit (ppu) is assumed to be:

(3) Average number of persons per unit (ppu) is assumed to be:

Structural Type	Persons Per Unit <sup>1</sup>	% Distribution of Estimated Units <sup>2</sup>	Weighted Persons Per Unit Average
<i>Singles &amp; Semi Detached</i>	3.13	26%	0.83
<i>Multiples (6)</i>	2.34	28%	0.65
<i>Apartments (7)</i>	1.67	46%	0.77
<i>one bedroom or less</i>	1.38		
<i>two bedrooms or more</i>	1.93		
Total		100%	2.24

<sup>1</sup> Persons per unit based on adjusted Statistics Canada Custom 2006 Census database.

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

(4) Mid 2014 households based upon 49,935 (2011 Census) + 1,193 (Mid 2011 to Mid 2014 unit estimate) = 51,128

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

(6) Includes townhomes and apartments in duplexes.

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

**SCHEDULE 6  
CITY OF BARRIE  
BUILDOUT GROWTH FORECAST  
MID 2014 TO BUILDOUT**

		POPULATION
Mid 2014 Population		138,100
Occupants of New Housing Units, Mid 2014 to Buildout	<i>Units (2)</i>	35,558
	<i>multiplied by persons per unit (3)</i>	2.24
		79,822
		79,822
Decline in Housing Unit Occupancy, Mid 2014 to Buildout	<i>Units (4)</i>	51,128
	<i>multiplied by ppu. decline rate (5)</i>	-0.1804
	<i>total decline in population</i>	-9,222
		-9,222
Population Estimate to Buildout		208,700
<i>Net Population Increase, Mid 2014 to Buildout</i>		70,600

(1) Mid 2014 Population based on:

2011 Population (135,700) + Mid 2011 to Mid 2014 estimated housing units to beginning of forecast period (1,193 x 2.56 = 3,052)  
+ (49,935 x -0.0131 = -652) = 138,100

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

(3) Average number of persons per unit (ppu) is assumed to be:

Structural Type	Persons Per Unit <sup>1</sup>	% Distribution of Estimated Units <sup>2</sup>	Weighted Persons Per Unit Average
<i>Singles &amp; Semi Detached</i>	3.13	26%	0.83
<i>Multiples (6)</i>	2.34	28%	0.65
<i>Apartments (7)</i>	1.67	46%	0.77
<i>one bedroom or less</i>	1.38		
<i>two bedrooms or more</i>	1.93		
Total		100%	2.24

<sup>1</sup> Persons per unit based on adjusted Statistics Canada Custom 2006 Census database.

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

(4) Mid 2014 households based upon 49,935 (2011 Census) + 1,193 (Mid 2011 to Mid 2014 unit estimate) = 51,128

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

(6) Includes townhomes and apartments in duplexes.

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

## SCHEDULE 7

**CITY OF BARRIE**  
**HISTORICAL RESIDENTIAL BUILDING PERMITS**  
**YEARS 2002 - 2013**

Year	RESIDENTIAL BUILDING PERMITS			
	Singles & Semi Detached	Multiples <sup>1</sup>	Apartments <sup>2</sup>	Total
2002	1,928	319	245	2,492
2003	1,596	167	135	1,898
2004	1,559	293	6	1,858
2005	1,008	219	10	1,237
2006	707	102	262	1,071
Sub-total	6,798	1,100	658	8,556
<b>Average (2002 - 2006)</b>	<b>1,360</b>	<b>220</b>	<b>132</b>	<b>1,711</b>
% Breakdown	79.5%	12.9%	7.7%	100.0%
2007	491	135	268	894
2008	558	87	196	841
2009	119	11	166	296
2010	186	116	244	546
2011	144	55	219	418
2012	176	181	34	391
2013	161	118	105	384
Sub-total	1,835	703	1,232	3,770
<b>Average (2007 - 2012)</b>	<b>262</b>	<b>100</b>	<b>176</b>	<b>539</b>
% Breakdown	48.7%	18.6%	32.7%	100.0%
2002 - 2013				
Total	8,633	1,803	1,890	12,326
<b>Average</b>	<b>719</b>	<b>150</b>	<b>158</b>	<b>1,027</b>
% Breakdown	70.0%	14.6%	15.3%	100.0%

Sources:

Building Permits - Statistics Canada Publication, 64-001XIB

1. Includes townhomes and apartments in duplexes.
2. Includes bachelor, 1 bedroom and 2 bedroom+ apartments.

## SCHEDULE 8

**CITY OF BARRIE**  
**PERSONS PER UNIT BY AGE AND TYPE OF DWELLING**  
**(2006 CENSUS)**

Age of Dwelling	SINGLES AND SEMI-DETACHED						Adjusted PPU <sup>1</sup>	20 Year Average
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total		
1-5	-	2.200	2.190	3.123	4.655	<b>3.129</b>	3.07	
6-10	-	2.273	2.413	3.232	4.402	<b>3.227</b>	3.16	
11-15	-	-	1.881	3.199	4.226	<b>3.199</b>	3.15	
16-20	-	-	1.914	3.164	4.383	<b>3.176</b>	3.14	3.13
20-25	-	-	2.118	3.013	4.250	<b>3.061</b>	3.04	
25-35	-	-	2.000	2.958	3.875	<b>2.977</b>	2.97	
35+	-	2.400	1.894	2.625	3.623	<b>2.538</b>	2.53	
<b>Total</b>	-	<b>2.318</b>	<b>2.090</b>	<b>3.051</b>	<b>4.274</b>	<b>3.034</b>		

Age of Dwelling	MULTIPLES <sup>2</sup>						Adjusted PPU <sup>1</sup>	20 Year Average
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total		
1-5	-	1.583	2.043	2.619	-	<b>2.501</b>	2.34	
6-10	-	1.538	2.125	2.679	-	<b>2.576</b>	2.41	
11-15	-	1.583	1.600	2.577	-	<b>2.367</b>	2.26	
16-20	-	-	1.800	2.568	2.917	<b>2.440</b>	2.36	2.34
20-25	-	-	1.875	2.971	-	<b>2.667</b>	2.61	
25-35	-	1.333	1.905	2.694	2.786	<b>2.528</b>	2.50	
35+	-	1.521	1.925	2.677	3.000	<b>2.298</b>	2.28	
<b>Total</b>	<b>1.571</b>	<b>1.541</b>	<b>1.954</b>	<b>2.664</b>	<b>3.471</b>	<b>2.476</b>		

Age of Dwelling	APARTMENTS <sup>3</sup>						Adjusted PPU <sup>1</sup>	20 Year Average
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total		
1-5	-	1.471	1.576	1.842	-	<b>1.579</b>	1.51	
6-10	-	1.609	2.080	-	-	<b>1.933</b>	1.85	
11-15	-	1.301	1.737	2.556	-	<b>1.684</b>	1.63	
16-20	-	1.327	1.842	2.625	-	<b>1.734</b>	1.70	1.67
20-25	-	1.306	1.814	3.083	-	<b>1.688</b>	1.67	
25-35	-	1.273	1.871	2.818	-	<b>1.789</b>	1.77	
35+	1.200	1.328	1.932	2.389	-	<b>1.719</b>	1.71	
<b>Total</b>	<b>1.258</b>	<b>1.332</b>	<b>1.832</b>	<b>2.528</b>	<b>4.286</b>	<b>1.724</b>		

Age of Dwelling	ALL DENSITY TYPES					
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total
1-5	-	1.746	1.987	3.023	4.619	<b>2.915</b>
6-10	1.727	1.745	2.292	3.144	4.474	<b>3.065</b>
11-15	-	1.360	1.753	3.078	4.239	<b>2.769</b>
16-20	-	1.400	1.850	3.065	4.016	<b>2.708</b>
20-25	0.818	1.500	1.880	3.006	4.310	<b>2.611</b>
25-35	1.667	1.316	1.893	2.902	3.622	<b>2.590</b>
35+	1.222	1.478	1.914	2.619	3.560	<b>2.298</b>
<b>Total</b>	<b>1.311</b>	<b>1.472</b>	<b>1.945</b>	<b>2.975</b>	<b>4.168</b>	<b>2.719</b>

1. The Census PPU has been adjusted to account for the downward PPU trend which has been recently experienced in both new and older units, largely due to the aging of the population

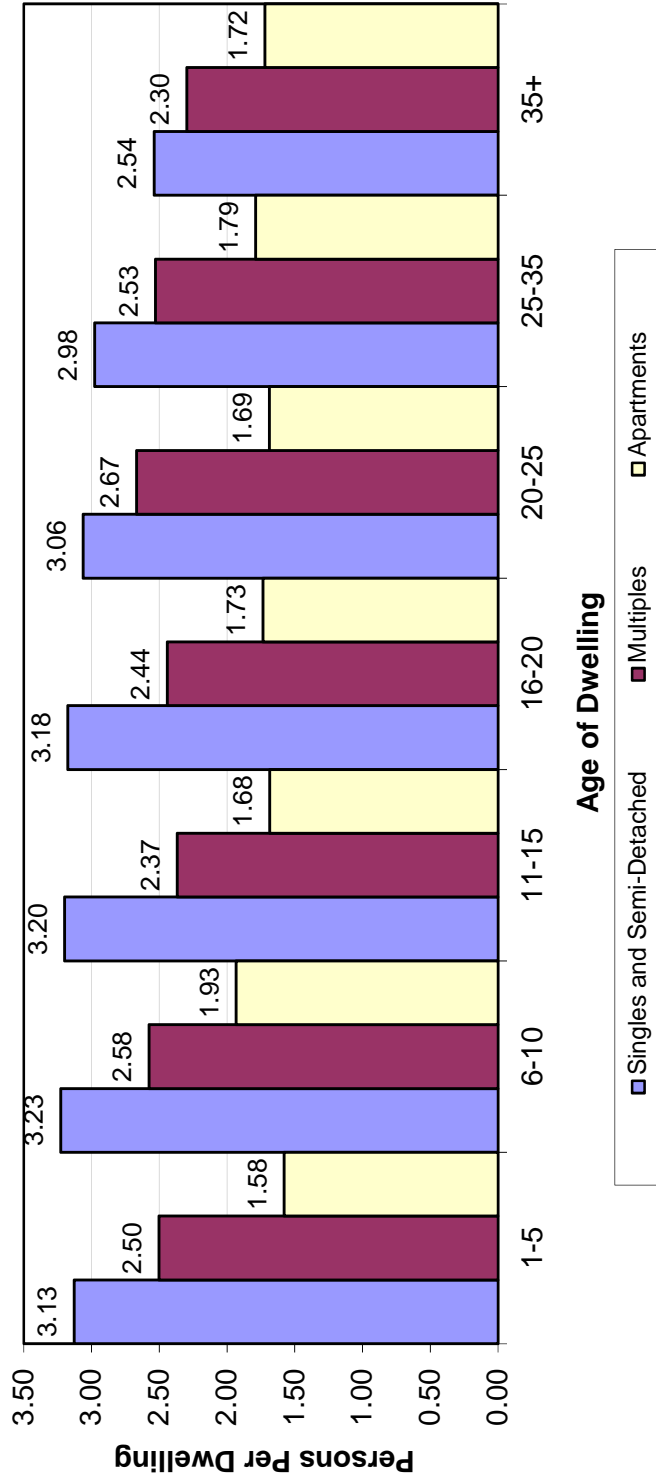
2. Includes townhomes and apartments in duplexes.

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

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

PPU Not calculated for samples less than or equal to 50 dwelling units, and does not include institutional population

**SCHEDULE 9  
CITY OF BARRIE  
PERSONS PER UNIT BY STRUCTURAL TYPE AND AGE OF DWELLING  
(2006 CENSUS)**



**SCHEDULE 10a  
CITY OF BARRIE  
EMPLOYMENT FORECAST, 2014 TO BUILDOUT**

Period	Population	Activity Rate							Total	NFPOW <sup>1</sup>	Total (Including NFPOW)
		Primary	Work at Home	Industrial	Commercial (Retail)	Commercial (Non-Retail)	Institutional	Total			
Mid 2001	103,700	0.001	0.030	0.117	0.167	0.034	0.090	0.441	0.041	0.482	
Mid 2006	128,400	0.001	0.032	0.108	0.157	0.032	0.089	0.429	0.059	0.487	
Mid 2011	135,700	0.001	0.035	0.103	0.158	0.033	0.102	0.432	0.067	0.499	
Mid 2014	138,100	0.001	0.036	0.105	0.166	0.035	0.103	0.444	0.068	0.512	
Mid 2024	174,800	0.001	0.042	0.111	0.155	0.034	0.107	0.450	0.063	0.513	
Mid 2031	202,000	0.000	0.041	0.109	0.147	0.033	0.106	0.437	0.063	0.500	
Buildout	208,700	0.000	0.041	0.129	0.144	0.033	0.105	0.453	0.061	0.514	
<b>Incremental Change</b>											
Mid 2001 - Mid 2006	24,700	0.000	0.001	-0.009	-0.010	-0.002	0.008	-0.012	0.017	0.005	
Mid 2006 - Mid 2011	7,300	0.000	0.004	-0.005	0.001	0.001	0.003	0.003	0.008	0.012	
Mid 2011 - Mid 2014	2,400	0.000	0.000	0.001	0.007	0.002	0.001	0.013	0.001	0.013	
Mid 2014 - Mid 2024	36,700	0.000	0.006	0.007	-0.010	-0.001	0.003	0.005	-0.005	0.000	
Mid 2014 - Mid 2031	63,900	0.000	0.005	0.004	-0.019	-0.002	0.003	-0.008	-0.005	-0.012	
Mid 2014 - Buildout	70,600	0.000	0.005	0.024	-0.021	-0.002	0.002	0.008	-0.007	0.002	

Source: Watson & Associates Economists Ltd., 2014.

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

Period	Population	Employment							Total	NFPOW	Total (Including NFPOW)
		Primary	Work at Home	Industrial	Commercial (Retail)	Commercial (Non-Retail)	Institutional	Total			
Mid 2001	103,700	115	3,160	12,165	17,365	3,510	9,370	45,685	4,280	49,965	
Mid 2006	128,400	100	4,085	13,905	20,185	4,085	12,680	55,040	7,520	62,560	
Mid 2011	135,700	100	4,800	14,000	21,466	4,434	13,800	59,600	9,100	67,700	
Mid 2014	138,100	100	4,944	14,441	22,863	4,781	14,248	61,377	9,368	70,745	
Mid 2024	174,800	100	7,356	19,429	27,180	5,916	18,638	78,619	10,998	89,615	
Mid 2031	202,000	100	8,300	22,024	29,681	6,639	21,487	88,231	12,769	101,000	
Buildout	208,700	100	8,600	26,900	30,151	6,849	21,900	94,500	12,800	107,300	
<b>Incremental Change</b>											
Mid 2001 - Mid 2006	24,700	-15	925	1,740	2,820	575	3,310	9,355	3,240	12,595	
Mid 2006 - Mid 2011	7,300	0	715	95	1,281	349	1,120	3,580	1,580	5,140	
Mid 2011 - Mid 2014	2,400	0	144	441	1,397	347	448	2,777	268	3,045	
Mid 2014 - Mid 2024	36,700	0	2,412	4,988	4,317	1,135	4,300	17,242	1,628	18,870	
Mid 2014 - Mid 2031	63,900	0	3,356	7,583	6,818	1,858	7,239	26,854	3,401	30,255	
Mid 2014 - Buildout	70,600	0	3,656	12,459	7,288	2,068	7,652	33,123	3,432	36,555	
<b>Employment</b>											
										Total (Excluding NFPOW and Work at Home)	
										42,525	
										50,955	
										53,800	
										56,433	
										71,263	
										79,931	
										85,900	
										8,430	
										2,845	
										2,633	
										14,850	
										23,498	
										29,467	

Source: Watson & Associates Economists Ltd., 2014.



**SCHEDULE 10b  
CITY OF BARRIE  
EMPLOYMENT GROSS FLOOR AREA (GFA) FORECAST, 2014 TO BUILDOUT**

Period	Population	Employment				Gross Floor Area in Square Feet (Estimated)*						
		Primary	Industrial	Commercial (Retail)	Commercial (Non-Retail)	Institutional	Total	Industrial	Commercial (Retail)	Commercial (Non-Retail)	Institutional	Total
Mid 2001	103,700	115	12,165	17,365	3,510	9,370	42,525					
Mid 2006	128,400	100	13,905	20,185	4,085	12,680	50,955					
Mid 2011	135,700	100	14,000	21,466	4,434	13,800	53,800					
Mid 2014	138,100	100	14,441	22,863	4,781	14,248	56,433					
Mid 2024	174,800	100	19,429	27,180	5,916	18,638	71,263					
Mid 2031	202,000	100	22,024	29,681	6,639	21,487	79,931					
<b>Buildout</b>	<b>208,700</b>	<b>100</b>	<b>26,900</b>	<b>30,151</b>	<b>6,849</b>	<b>21,900</b>	<b>85,900</b>					
<b>Incremental Change</b>												
Mid 2001 - Mid 2006	24,700	-15	1,740	2,820	575	3,310	8,430					
Mid 2006 - Mid 2011	7,300	0	95	1,281	349	1,120	2,845					
Mid 2011 - Mid 2014	2,400	0	441	1,397	347	448	2,633	441,000	736,700	135,300	313,600	1,626,600
Mid 2014 - Mid 2024	36,700	0	4,988	4,317	1,135	4,390	14,830	5,125,900	2,382,300	442,500	3,304,500	11,256,200
Mid 2014 - Mid 2031	63,900	0	7,583	6,818	1,858	7,239	23,498	7,848,700	3,803,800	724,700	5,512,100	17,889,300
Mid 2014 - Buildout	70,600	0	12,459	7,288	2,068	7,652	29,467	13,283,600	4,066,300	806,500	5,768,600	23,925,000

Source: Watson & Associates Economists Ltd., 2014.

1. Square Foot Per Employee Assumptions

Industrial	1,065
Commercial/Population Related	520
Commercial (Retail)	558
Commercial (Non-Retail)	390
Institutional	760

Note: Numbers may not add precisely due to rounding.

**SCHEDULE 10c**  
**ESTIMATE OF THE ANTICIPATED AMOUNT, TYPE AND LOCATION OF**  
**NON-RESIDENTIAL DEVELOPMENT FOR WHICH DEVELOPMENT CHARGES CAN BE IMPOSED**

DEVELOPMENT LOCATION	TIMING	INDUSTRIAL GFA S.F.	COMMERCIAL GFA S.F.	COMMERCIAL (RETAIL) GFA S.F.	COMMERCIAL (NON-RETAIL) GFA S.F.	INSTITUTIONAL GFA S.F.	TOTAL NON-RES GFA S.F.	EMPLOYMENT INCREASE <sup>1</sup>
Former City Municipal Boundary Areas	2014 - 2024	3,617,000	1,952,000	1,696,400	255,600	2,422,000	7,991,000	10,981
	2014 - 2031	4,947,000	2,850,000	2,473,700	376,300	3,815,000	11,612,000	16,097
Salem & Hewitt's Secondary Plan Areas	2014 - 2024	1,508,900	872,800	685,900	186,900	882,500	3,264,200	3,849
	2014 - 2031	2,901,700	1,678,500	1,330,100	348,400	1,697,100	6,277,300	7,401
	2014 - Buildout	8,336,600	2,022,800	1,592,600	430,200	1,953,600	12,313,000	13,370
City of Barrie	2014 - 2024	5,125,900	2,824,800	2,382,300	442,500	3,304,500	11,255,200	14,830
	2014 - 2031	7,848,700	4,528,500	3,803,800	724,700	5,512,100	17,889,300	23,498
	2014 - Buildout	13,283,600	4,872,800	4,066,300	806,500	5,768,600	23,925,000	29,467

Source: Watson & Associates Economists Ltd., 2014

1. Employment Increase does not include Work at Home or No Fixed Place of Work.

2. Square feet per employee assumptions:

- Industrial 1,065
- Commercial 520
- Institutional 760

**SCHEDULE 11  
CITY OF BARRIE  
NON-RESIDENTIAL CONSTRUCTION VALUE  
YEARS 2002 - 2013  
(000's 2014 \$)**

YEAR	Industrial			Commercial			Institutional			Total			
	New	Improve	Total	New	Improve	Total	New	Improve	Total	New	Improve	Total	
2002	10,522	8,160	18,682	83,222	18,624	102,463	16,453	52,650	40,729	110,197	79,434	41,346	230,977
2003	14,174	2,705	16,879	66,460	20,514	86,975	4,620	3,555	0	85,254	26,774	0	112,028
2004	5,192	5,027	11,236	26,551	17,873	44,425	20,190	9,404	0	51,933	32,304	1,018	85,256
2005	7,554	3,749	11,302	171,596	50,848	222,444	44,349	7,182	0	223,499	61,779	0	285,278
2006	7,269	13,417	20,686	78,608	42,780	122,804	303	6,602	0	86,181	62,798	1,415	150,395
2007	13,008	48,663	61,671	54,811	21,371	77,936	14,549	17,757	3,024	82,368	87,790	4,777	174,936
2008	136,885	2,693	141,508	76,013	18,050	107,471	40,298	8,298	21,674	253,196	29,041	37,012	319,249
2009	3,858	4,330	8,622	3,670	29,505	42,807	2,207	5,687	251,515	9,736	39,522	261,580	310,838
2010	1,704	3,030	4,734	39,965	22,794	63,996	27,525	22,278	0	69,194	48,102	1,237	118,533
2011	5,482	6,078	12,533	168,011	24,788	193,381	46,323	2,976	12,510	219,816	33,842	14,066	267,724
2012	15,759	2,224	19,513	13,146	18,787	38,572	7,265	9,952	1,734	36,169	30,963	9,903	77,035
2013	3,091	3,201	6,292	88,494	15,886	104,380	10,678	7,868	2,880	102,263	26,955	2,880	132,098
<b>Subtotal</b>	<b>224,497</b>	<b>103,275</b>	<b>333,658</b>	<b>870,549</b>	<b>301,820</b>	<b>1,207,653</b>	<b>234,760</b>	<b>154,209</b>	<b>334,065</b>	<b>1,329,806</b>	<b>559,305</b>	<b>375,235</b>	<b>2,264,345</b>
<b>Percent of Total</b>	<b>67%</b>	<b>31%</b>	<b>100%</b>	<b>72%</b>	<b>25%</b>	<b>100%</b>	<b>32%</b>	<b>21%</b>	<b>46%</b>	<b>59%</b>	<b>25%</b>	<b>17%</b>	<b>100%</b>
<b>Average</b>	<b>18,708</b>	<b>8,606</b>	<b>27,805</b>	<b>72,546</b>	<b>25,152</b>	<b>100,638</b>	<b>19,563</b>	<b>12,851</b>	<b>27,839</b>	<b>110,817</b>	<b>46,609</b>	<b>31,270</b>	<b>188,695</b>
2002 - 2013 Period Total			333,658			1,207,653							2,264,345
<b>2002-2013 Average</b>			<b>27,805</b>			<b>100,638</b>							<b>188,695</b>
% Breakdown			14.7%			53.3%							100.0%

SOURCE: STATISTICS CANADA PUBLICATION, 64-001-XIB  
Note: Inflated to year-end 2013 (January, 2014) dollars using Reed Construction Cost Index

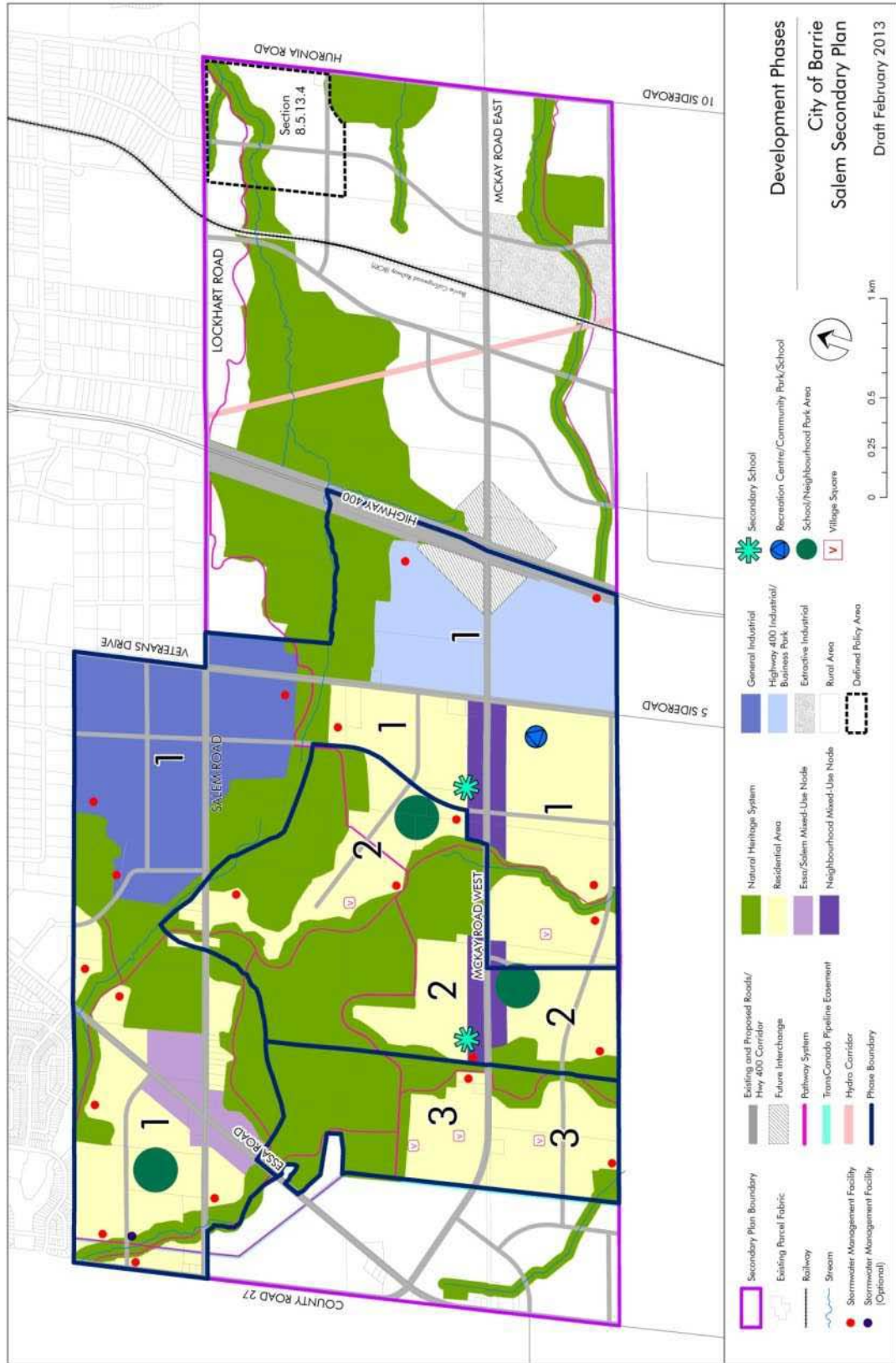
**SCHEDULE 12**  
**CITY OF BARRIE**  
**EMPLOYMENT TO POPULATION RATIO BY MAJOR EMPLOYMENT SECTOR, 2001 TO 2011**

		Year			Change		Comments
		2001	2006	2011	01-06	06-11	
<b>Employment by industry</b>							
<b>1.0</b>	<b>Primary Industry Employment</b>						Categories which relate to local land-based resources.
1.1	All primary	120	105	90	-15	-15	
<b>Sub-total</b>		<b>120</b>	<b>105</b>	<b>90</b>	<b>-15</b>	<b>-15</b>	
<b>2.0</b>	<b>Industrial and Other Employment</b>						Categories which relate primarily to industrial land supply and demand.
2.1	Manufacturing	6,225	6,520	4,320	295	-2,200	
2.2	Wholesale trade	2,380	2,760	2,625	380	-135	
2.3	Construction	1,825	2,080	2,395	255	315	
2.4	Transportation, storage, communication and other utility	2,515	3,618	3,935	1,103	318	
<b>Sub-total</b>		<b>12,945</b>	<b>14,978</b>	<b>13,275</b>	<b>2,033</b>	<b>-1,703</b>	
<b>3.0</b>	<b>Population Related Employment</b>						Categories which relate primarily to population growth within the municipality.
3.1	Retail trade	8,385	9,730	10,040	1,345	310	
3.2	Finance, insurance, real estate operator and insurance agent	2,760	3,350	3,625	590	275	
3.3	Business service	4,440	5,118	5,800	678	683	
3.4	Accommodation, food and beverage and other service	6,915	8,345	8,115	1,430	-230	
<b>Sub-total</b>		<b>22,500</b>	<b>26,543</b>	<b>27,580</b>	<b>4,043</b>	<b>1,038</b>	
<b>4.0</b>	<b>Institutional</b>						
4.1	Government Service	1,485	1,925	2,505	440	580	
4.2	Education service, Health, Social Services	8,635	11,490	13,460	2,855	1,970	
<b>Sub-total</b>		<b>10,120</b>	<b>13,415</b>	<b>15,965</b>	<b>3,295</b>	<b>2,550</b>	
<b>Total Employment</b>		<b>45,685</b>	<b>55,040</b>	<b>56,910</b>	<b>9,355</b>	<b>1,870</b>	
<b>Population</b>		<b>103,710</b>	<b>128,430</b>	<b>135,700</b>	<b>24,720</b>	<b>7,270</b>	
<b>Employment to Population Ratio</b>							
	Industrial and Other Employment	0.12	0.12	0.10	-0.01	-0.02	
	Population Related Employment	0.22	0.21	0.20	-0.01	0.00	
	Institutional Employment	0.10	0.10	0.12	0.01	0.01	
	Primary Industry Employment	0.00	0.00	0.00	0.00	0.00	
	<b>Total</b>	<b>0.44</b>	<b>0.43</b>	<b>0.42</b>	<b>-0.01</b>	<b>-0.01</b>	

Source: Statistics Canada Employment by Place of Work

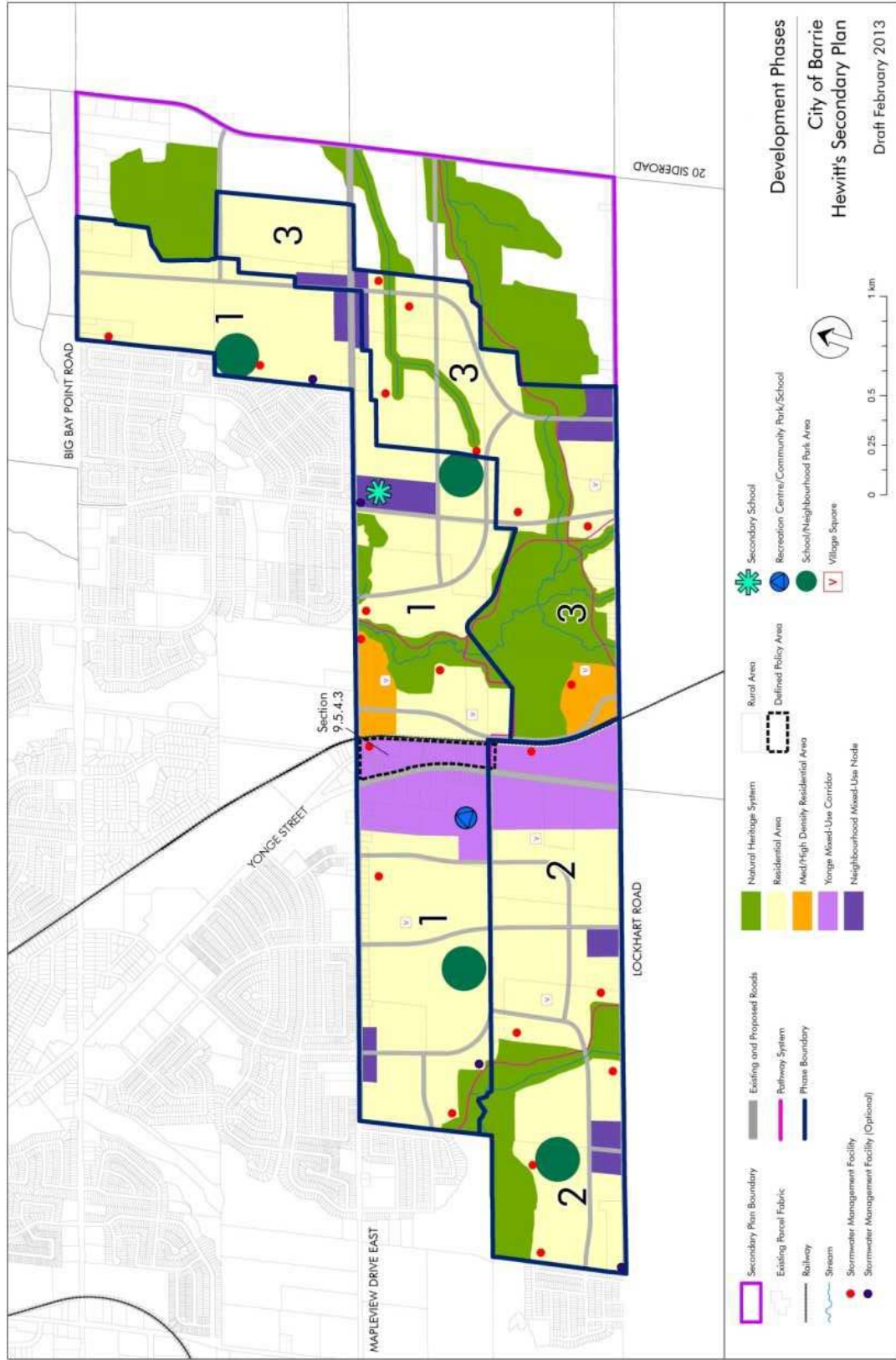
Note: 2001-2011 employment figures are classified by Standard Industrial Classification (SIC) Code

# MAP A-1 CITY OF BARRIE PHASING OF SALEM SECONDARY PLAN AREA



**Development Phases**  
City of Barrie  
Salem Secondary Plan  
Draft February 2013

**MAP A-2  
CITY OF BARRIE  
PHASING OF HEWITT'S SECONDARY PLAN AREA**



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## **APPENDIX B LEVEL OF SERVICE**





**APPENDIX B - LEVEL OF SERVICE CEILING  
CITY OF BARRIE**

**SUMMARY OF SERVICE STANDARDS AS PER DEVELOPMENT CHARGES ACT, 1997**

Service Category	Sub-Component	10 Year Average Service Standard				Maximum Ceiling LOS	
		Cost (per capita)	Quantity (per capita)	Quantity (per capita)	Quality (per capita)		
Protection	Fire Facilities	\$124.04	0.3685	ft <sup>2</sup> of building area	337	per ft <sup>2</sup>	\$7,926,156
	Fire Vehicles	\$103.94	0.0003	No. of equipped vehicles	346,467	per vehicle	\$6,641,766
	Fire Small Equipment and Gear	\$5.95	0.0011	No. of equipment and gear	5,409	per Firefighter	\$380,205
	Police Facilities	\$200.23	0.7262	ft <sup>2</sup> of building area	276	per ft <sup>2</sup>	\$12,794,697
	Police Vehicles	\$36.10	0.0006	No. of vehicles and equipment	60,167	per vehicle	\$2,306,790
	Police Small Equipment and Gear	\$8.78	0.0016	No. of equipment and gear	5,488	per Officer	\$561,042
Roads	Roads	\$5,641.70	0.0044	Lane km. of roads	1,282,205	per lane km	\$360,504,630
	Bridges and Structures	\$1,572.50	0.0001	No. of Bridges and Structures	15,725,000	per bridges/structure	\$100,482,750
	Traffic Signals	\$272.30	0.0016	No. of Traffic Signals	170,188	per signal	\$17,399,970
Roads Related	Depots and Domes	\$379.81	1.4701	ft <sup>2</sup> of building area	258	per ft <sup>2</sup>	\$24,269,859
	Roads and Related Vehicles	\$136.49	0.0015	No. of vehicles and equipment	90,993	per vehicle	\$8,721,711
Transit	Transit Facilities	\$126.38	0.9318	ft <sup>2</sup> of building area	\$136	per ft <sup>2</sup>	\$4,638,146
	Transit Vehicles	\$162.82	0.0004	No. of equipped vehicles	407,050	per vehicle	\$5,975,494
	Transit Shelters	\$4.14	0.0007	No. of items	5,914	per vehicle	\$151,938
Parking	Parking Spaces	\$124.33	0.0182	No. of spaces	6,831	per space	\$4,562,911
Parks and Recreation	Parkland Development	\$629.71	0.0065	No. of developed parkland acres	96,878	per acre	\$23,110,357
	Parks Vehicles and Equipment	\$39.99	0.0007	No. of vehicles and equipment	57,129	per vehicle	\$1,467,633
	Indoor Recreation Facilities	\$1,603.86	4.7773	ft <sup>2</sup> of building area	336	per ft <sup>2</sup>	\$58,861,662
Library	Library Facilities	\$125.73	0.3353	ft <sup>2</sup> of building area	375	per ft <sup>2</sup>	\$4,614,291
	Library Collection Materials	\$76.77	2.0749	No. of library collection items	37	per collection item	\$2,817,459
Paramedics	Paramedics Facilities	\$39.57	0.1091	ft <sup>2</sup> of building area	363	per ft <sup>2</sup>	\$1,452,219
	Paramedics Vehicles	\$15.91	0.0001	No. of vehicles and equipment	159,100	per vehicle	\$583,897
Social Housing	Social Housing	\$314.60	1.95	No. of units	161.01	per unit	\$11,545,820

**City of Barrie  
Service Standard Calculation Sheet**

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

Description	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014 Bid'g Value (\$/ft <sup>2</sup> )	Value/ft <sup>2</sup> with land, site works, etc.
Station #1	24,000	24,000	24,000	24,000	24,000	24,000	24,000	-	-	-	\$318	\$355
Station #2	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	\$273	\$304
Station #3	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	\$273	\$304
Station #4	6,500	6,500	6,500	6,500	6,500	6,500	6,500	6,500	6,500	6,500	\$273	\$304
New Fire Station #1	-	-	-	-	-	-	-	39,000	39,000	39,000	\$330	\$367
Fire Station #5 (Lease)	-	-	-	-	-	-	-	-	-	6,445	\$273	\$304
<b>Total</b>	<b>43,500</b>	<b>43,500</b>	<b>43,500</b>	<b>43,500</b>	<b>43,500</b>	<b>43,500</b>	<b>43,500</b>	<b>58,500</b>	<b>58,500</b>	<b>64,945</b>		

Population	120,574	125,453	128,430	130,900	132,782	134,638	134,875	135,710	136,401	137,221
Per Capita Standard	0.3608	0.3467	0.3387	0.3323	0.3276	0.3231	0.3225	0.4311	0.4289	0.4733

	2004-2013
10 Year Average	
Quantity Standard	0.3685
Quality Standard	\$337
Service Standard	\$124

	18 Year
DC Amount (before deductions)	
Forecast Population	63,900
\$ per Capita	\$124
Eligible Amount	\$7,926,156

**City of Barrie  
Service Standard Calculation Sheet**

Service: Fire Vehicles  
Unit Measure: No. of equipped vehicles

**Quantity Measure**

Description	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014 Value (\$/Vehicle)
Light Duty Vehicles	10	10	11	13	13	15	16	16	16	16	\$45,500
50' Ladder Truck	1	1	1	1	1	1	1	1	1	1	\$733,000
75' Ladder Truck	1	1	1	1	1	1	1	1	1	1	\$1,042,000
Pumper Trucks	3	3	3	3	3	3	3	3	3	3	\$733,000
Pumper Truck 4WD (mini)	1	1	1	1	1	1	1	1	1	1	\$425,000
80' Shorkle Truck	1	-	-	-	-	-	-	-	-	-	\$1,323,000
Tanker Truck	-	-	-	-	-	-	1	1	1	1	\$275,000
Pumper Tanker	1	1	1	1	1	1	1	1	1	1	\$750,000
Rescue Truck	1	1	1	1	1	1	1	1	1	1	\$347,000
Command Centre	1	1	1	1	1	1	1	1	1	1	\$700,000
Pumper/Rescue	2	2	2	3	4	5	5	5	5	5	\$733,000
Heavy Rescue	-	-	1	1	1	1	1	1	1	1	\$855,000
Air Boat	-	1	1	1	1	1	1	1	1	1	\$192,000
100' Aerial/Platform	-	1	1	1	1	2	2	2	2	2	\$1,600,000
Command Truck/ Platoon Chiefs 03-3001	1	1	1	1	1	1	1	1	1	1	\$128,000
Haz Mat Truck	-	-	-	1	1	1	1	1	1	1	\$900,000
Haz Mat Trailer	-	-	-	-	-	-	-	-	1	1	\$100,000
Utility Trailers	-	-	-	-	-	-	-	-	-	2	\$5,000
Trench Trailer	-	-	-	-	-	1	1	1	1	1	\$101,000
<b>Total</b>	<b>23</b>	<b>24</b>	<b>26</b>	<b>30</b>	<b>31</b>	<b>36</b>	<b>38</b>	<b>38</b>	<b>39</b>	<b>41</b>	

Population	120,574	125,453	128,430	130,900	132,782	134,638	134,875	135,710	136,401	137,221
Per Capita Standard	0.0002	0.0002	0.0002	0.0002	0.0002	0.0003	0.0003	0.0003	0.0003	0.0003

	2004-2013
10 Year Average	0.0003
Quantity Standard	\$346,467
Quality Standard	\$104
Service Standard	

	18 Year
DC Amount (before deductions)	63,900
Forecast Population	\$104
\$ per Capita	\$6,641,766
Eligible Amount	

**City of Barrie  
Service Standard Calculation Sheet**

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

**Quantity Measure**

Description	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014 Value (\$/item)
Fire Fighter Equipment	92	104	104	104	114	124	124	124	144	144	\$5,900
Training Personnel	2	2	2	2	2	2	2	5	5	5	\$5,900
Fire Prevention Personnel	7	7	7	7	7	7	7	8	8	8	\$5,900
Chief Officers	3	3	3	3	3	3	3	3	3	3	\$5,900
Civilian (uniforms)	4	4	4	4	4	4	4	4	4	4	\$500
Communications/Operators	8	8	8	10	10	10	13	13	13	13	\$1,000
<b>Total</b>	<b>116</b>	<b>128</b>	<b>128</b>	<b>130</b>	<b>140</b>	<b>150</b>	<b>153</b>	<b>157</b>	<b>177</b>	<b>177</b>	

Population	120,574	125,453	128,430	130,900	132,782	134,638	134,875	135,710	136,401	137,221
Per Capita Standard	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

	2004-2013
10 Year Average	
Quantity Standard	0.0011
Quality Standard	\$5,409
Service Standard	\$6

	18 Year
DC Amount (before deductions)	
Forecast Population	63,900
\$ per Capita	\$6
Eligible Amount	\$380,205

**City of Barrie  
Service Standard Calculation Sheet**

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

Description	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014 Bld'g Value (\$/ft <sup>2</sup> )	Value/ft <sup>2</sup> with land, site works, etc.
Barrie Police Headquarters	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	\$323	\$359
Satellite Office - Downtown (Leased)	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	\$279	\$311
Satellite Office - Bell Farm Road (Leased)	30,300	30,300	30,300	30,300	33,000	33,000	33,000	33,000	33,000	33,000	\$127	\$143
Satellite Office - Bell Farm Road	-	-	-	-	-	25,000	25,000	25,000	25,000	25,000	\$248	\$277
<b>Total</b>	<b>81,800</b>	<b>81,800</b>	<b>81,800</b>	<b>81,800</b>	<b>84,500</b>	<b>109,500</b>	<b>109,500</b>	<b>109,500</b>	<b>109,500</b>	<b>109,500</b>		

Population	120,574	125,453	128,430	130,900	132,782	134,638	134,875	135,710	136,401	137,221
Per Capita Standard	0.6784	0.6520	0.6369	0.6249	0.6364	0.8133	0.8119	0.8069	0.8028	0.7980

	2004-2013
10 Year Average	
Quantity Standard	0.7262
Quality Standard	\$276
Service Standard	\$200

	18 Year
DC Amount (before deductions)	
Forecast Population	63,900
\$ per Capita	\$200
Eligible Amount	\$12,794,697

**City of Barrie  
Service Standard Calculation Sheet**

Service: Police Vehicles  
Unit Measure: No. of vehicles and equipment

**Quantity Measure**

Description	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014 Value (\$/Vehicle)
Police Cruisers	51	51	56	51	53	55	56	57	57	57	\$44,900
Police Trucks/Vans	12	21	23	27	26	27	28	27	27	27	\$52,900
Police Motorcycles	1	1	1	1	2	2	2	2	2	2	\$37,400
Police Boats	2	2	2	2	2	2	2	2	2	2	\$160,300
Police Command Post	1	1	1	1	1	1	1	1	1	1	\$641,200
<b>Total</b>	<b>67</b>	<b>76</b>	<b>83</b>	<b>82</b>	<b>84</b>	<b>87</b>	<b>89</b>	<b>89</b>	<b>89</b>	<b>89</b>	

Population	120,574	125,453	128,430	130,900	132,782	134,638	134,875	135,710	136,401	137,221
Per Capita Standard	0.0006	0.0006	0.0006	0.0006	0.0006	0.0006	0.0007	0.0007	0.0007	0.0006

	2004-2013
10 Year Average	
Quantity Standard	0.0006
Quality Standard	\$60,167
Service Standard	\$36

	18 Year
DC Amount (before deductions)	
Forecast Population	63,900
\$ per Capita	\$36
Eligible Amount	\$2,306,790

**City of Barrie  
Service Standard Calculation Sheet**

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

**Quantity Measure**

Description	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014 Value (\$/item)
Police Outfitting Equipment	174	178	187	199	207	218	228	236	241	241	\$5,500
<b>Total</b>	174	178	187	199	207	218	228	236	241	241	

Population	120,574	125,453	128,430	130,900	132,782	134,638	134,875	135,710	136,401	137,221
Per Capita Standard	0.0014	0.0014	0.0015	0.0015	0.0016	0.0016	0.0017	0.0017	0.0018	0.0018

	10 Year Average	2004-2013
Quantity Standard		0.0016
Quality Standard		\$5,488
Service Standard		\$9

DC Amount (before deductions)	18 Year
Forecast Population	63,900
\$ per Capita	\$9
Eligible Amount	\$561,042

**City of Barrie  
Service Standard Calculation Sheet**

Service: Roads  
Unit Measure: Lane km. of roads

**Quantity Measure**

Description	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014 Value (\$/lane km)
ARTERIAL (ART)	358	359	365	370	371	371	399	400	400	400	\$1,270,000
COLLECTOR ROAD (C/R)	184	189	190	193	193	193	218	220	223	222	\$1,290,000
Total	542	548	555	563	564	564	617	620	623	622	

Population	120,574	125,453	128,430	130,900	132,782	134,638	134,875	135,710	136,401	137,221
Per Capita Standard	0.0045	0.0044	0.0043	0.0043	0.0043	0.0042	0.0046	0.0046	0.0046	0.0045

	2004-2013
10 Year Average	
Quantity Standard	0.0044
Quality Standard	\$1,282,205
Service Standard	\$5,642

	18 Year
DC Amount (before deductions)	
Forecast Population	63,900
\$ per Capita	\$5,642
Eligible Amount	\$360,504,630



**City of Barrie  
Service Standard Calculation Sheet**

Service: Bridges & Structures  
Unit Measure: Per Item

**Quantity Measure**

Description	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014 Value (\$/item)
<b>Rail Crossings</b>											
Go Line at Cox Mill	1	1	1	1	1	1	1	1	1	1	\$1,878,000
BCRY at Lockhart	1	1	1	1	1	1	1	1	1	1	\$242,000
BCRY at Mapleview	-	-	-	-	-	-	-	-	-	-	\$6,065,000
GO Line at Big Bay Point	1	1	1	1	1	1	1	1	1	1	\$2,002,000
Tiffin and Highway 400	1	1	1	1	1	1	1	1	1	1	\$2,061,000
<b>Highway Interchange/Crossing</b>											
Duckworth	1	1	1	1	1	1	1	1	1	1	\$25,000,000
St Vincent	1	1	1	1	1	1	1	1	1	1	\$15,000,000
Bayfield	1	1	1	1	1	1	1	1	1	1	\$25,000,000
Sunnidale	1	1	1	1	1	1	1	1	1	1	\$15,000,000
Anne	1	1	1	1	1	1	1	1	1	1	\$15,000,000
Dunlop	1	1	1	1	1	1	1	1	1	1	\$25,000,000
Tiffin	1	1	1	1	1	1	1	1	1	1	\$15,000,000
Essa	1	1	1	1	1	1	1	1	1	1	\$25,000,000
Mapleview	1	1	1	1	1	1	1	1	1	1	\$25,000,000
McKay	1	1	1	1	1	1	1	1	1	1	\$15,000,000
<b>Total</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>15</b>	

Population	120,574	125,453	128,430	130,900	132,782	134,638	134,875	135,710	136,401	137,221
Per Capita Standard	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001

	2004-2013
10 Year Average	
Quantity Standard	0.0001
Quality Standard	\$15,725,000
Service Standard	\$1,573

	18 Year
DC Amount (before deductions)	
Forecast Population	63,900
\$ per Capita	\$1,573
Eligible Amount	\$100,482,750



**City of Barrie  
Service Standard Calculation Sheet**

Service: Depots and Domes  
Unit Measure: ft<sup>2</sup> of building area

**Quantity Measure**

Description	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014 Bld'g Value (\$/ft <sup>2</sup> )	Value/ft <sup>2</sup> with land, site works, etc.
R.A. Archer Operations Centre	119,901	119,901	119,901	119,901	126,268	126,268	126,268	126,268	126,268	126,268	\$289	\$322
Sand Dome	8,328	8,328	8,328	8,328	8,328	8,328	8,328	8,328	8,328	8,328	\$66	\$76
Salt Shed	5,760	5,760	5,760	5,760	5,760	5,760	5,760	5,760	5,760	5,760	\$76	\$88
Materials and Equipment Storage Building (Op. Centre)	38,400	38,400	38,400	38,400	38,400	38,400	38,400	38,400	38,400	38,400	\$107	\$121
70 Collier St. (Traffic & Engineering Share = 18%)	17,200	17,200	17,200	17,200	17,200	17,200	17,200	17,200	17,200	17,200	\$227	\$253
<b>Total</b>	<b>189,589</b>	<b>189,589</b>	<b>189,589</b>	<b>189,589</b>	<b>195,956</b>	<b>195,956</b>	<b>195,956</b>	<b>195,956</b>	<b>195,956</b>	<b>195,956</b>	<b>195,956</b>	

Population	120,574	125,453	128,430	130,900	132,782	134,638	134,875	135,710	136,401	137,221
Per Capita Standard	1,5724	1,5112	1,4762	1,4483	1,4758	1,4554	1,4529	1,4439	1,4366	1,4280

	2004-2013
10 Year Average	
Quantity Standard	1.4701
Quality Standard	\$258
Service Standard	\$380

	18 Year
DC Amount (before deductions)	
Forecast Population	63,900
\$ per Capita	\$380
Eligible Amount	\$24,269,859

**City of Barrie  
Service Standard Calculation Sheet**

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

Description	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014 Value (\$/Vehicle)
Snow Plow Trucks	16	16	17	17	17	17	17	17	17	17	\$192,000
Sander Trucks S/A	9	9	9	11	11	11	11	11	11	11	\$223,000
Leaf Vacuums	1	1	1	1	1	1	-	-	-	-	\$34,000
Snow Blowers	2	2	2	2	2	2	2	2	2	2	\$385,000
Street Sweepers (mec)	2	2	2	2	2	7	7	7	7	7	\$201,000
Grader	-	-	-	-	-	-	-	-	-	-	\$218,000
Front End Loader	1	1	1	1	2	2	2	2	2	2	\$277,000
Dump Trucks (1 Ton)	8	8	8	8	8	8	8	8	8	8	\$76,000
Sidewalk Plow/Blowers	8	8	8	8	8	8	8	8	8	8	\$113,000
Tractors	1	1	1	1	1	1	1	1	1	1	\$56,000
Sewer Truck (repair)	1	1	1	1	1	1	1	1	1	1	\$104,000
Rollers	1	1	1	1	1	1	1	1	1	1	\$27,000
Aerial Truck	1	1	1	1	1	1	1	1	1	1	\$113,000
MB Liner	-	-	-	-	-	-	-	-	-	-	\$224,000
Hot Paint Truck	-	-	-	-	-	-	-	-	-	-	\$44,000
Light Duty Vehicles	18	19	19	21	22	22	22	22	22	22	\$39,000
Street Sweepers (vac)	1	1	1	1	1	1	1	1	1	1	\$303,000
One Ton with U-Box and Crane	3	3	3	3	3	3	3	3	3	3	\$56,000
One Ton Cube Van	2	2	2	2	1	1	1	1	1	1	\$54,000
Fork Lift	1	1	1	1	1	1	1	1	1	1	\$34,000
Sewer Flusher/vac.	2	2	2	2	2	2	2	2	2	2	\$389,000
Gradall	1	1	1	1	1	1	1	1	1	1	\$224,000
Skidd Steer (with attachments)	1	1	1	1	1	1	1	1	1	1	\$113,000
Pickups 3/4 with snow plow (Traffic)	5	5	5	5	5	5	5	5	5	5	\$49,000
Sidewalk Snow removal Units	6	6	6	6	6	6	6	6	6	6	\$113,000
Snow Melter	1	1	1	1	1	1	1	1	1	1	\$507,000
Sidewalk sweeper	1	1	1	1	1	1	1	1	1	1	\$41,000
Stacker	1	1	1	1	1	1	1	1	1	1	\$91,000
Mid-size sweeper	1	1	1	1	1	1	1	1	1	1	\$91,000
Tractor(snow melter)	1	1	1	1	1	1	1	1	1	1	\$101,000
Asphalt hot box	1	1	1	1	1	1	1	1	1	1	\$25,000
Cart mounted traffic line painter	4	4	4	4	4	4	4	4	4	4	\$12,000
Trailers	4	4	4	4	4	4	4	4	4	4	\$20,000
Light Duty Trucks	14	15	16	18	18	18	18	18	18	18	\$39,000
Trailers	1	1	1	1	1	1	1	1	1	1	\$4,000
Light Duty	34	35	40	43	43	49	49	50	50	50	\$39,000
One Ton Service Trucks	4	4	4	4	4	4	4	4	4	4	\$54,000

**City of Barrie  
Service Standard Calculation Sheet**

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

**Quantity Measure**

Description	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014 Value (\$/Vehicle)
Backhoe	1	1	1	1	1	1	1	1	1	1	\$152,000
Compressor	1	1	1	1	1	1	1	1	1	1	\$12,000
Sewer/flusher vac	1	1	1	1	1	1	1	1	1	1	\$389,000
Sewer/flusher vac trailer											\$82,000
Trench trailer	1	1	1	1	1	1	1	1	1	1	\$15,000
Large Service Truck	1	1	1	1	1	1	1	1	1	1	\$86,000
Tandem Dump Truck	1	1	1	1	1	1	1	1	1	1	\$101,000
Fork Lift	-	-	2	2	2	2	2	2	2	2	\$35,000
Light Duty Trucks	7	7	8	8	8	8	8	8	8	8	\$39,000
4x4/ Plow	1	1	1	1	1	1	1	1	1	1	\$49,000
Large Mobile Generator	1	2	2	2	2	2	2	2	2	2	\$86,000
Large Service Truck	1	1	1	1	1	1	1	1	1	1	\$101,000
Utility Vehicle		1	1	1	1	1	1	1	1	1	\$12,000
<b>Total</b>	<b>172</b>	<b>178</b>	<b>189</b>	<b>199</b>	<b>200</b>	<b>211</b>	<b>210</b>	<b>211</b>	<b>211</b>	<b>211</b>	

Population	120,574	125,453	128,430	130,900	132,782	134,638	134,875	135,710	136,401	137,221
Per Capita Standard	0.0014	0.0014	0.0015	0.0015	0.0015	0.0016	0.0016	0.0016	0.0016	0.0015

10 Year Average	2004-2013
Quantity Standard	0.0015
Quality Standard	\$90,993
Service Standard	\$136

DC Amount (before deductions)	18 Year
Forecast Population	63,900
\$ per Capita	\$136
Eligible Amount	\$8,721,711

**City of Barrie  
Service Standard Calculation Sheet**

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

**Quantity Measure**

Description	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014 Bid'g Value (\$/ft <sup>2</sup> )	Value/ft <sup>2</sup> with land, site works, etc.
Transit Terminal (Downtown)	10,172	10,172	10,172	10,172	22,700	22,700	22,000	22,000	22,000	22,000	\$318	\$355
Operations Centre (85 Brock St.)	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	\$197	\$220
133 Welham (Unfinished)		98,000	98,000	98,000	98,000	98,000	98,000	98,000	98,000	98,000	\$75	\$75
<b>Total</b>	<b>28,172</b>	<b>126,172</b>	<b>126,172</b>	<b>126,172</b>	<b>138,700</b>	<b>138,700</b>	<b>138,000</b>	<b>138,000</b>	<b>138,000</b>	<b>138,000</b>		

Population	120,574	125,453	128,430	130,900	132,782	134,638	134,875	135,710	136,401	137,221
Per Capita Standard	0.2336	1.0057	0.9824	0.9639	1.0446	1.0302	1.0232	1.0169	1.0117	1.0057

	2004-2013
10 Year Average	
Quantity Standard	0.9318
Quality Standard	\$136
Service Standard	\$126

	10 Year
DC Amount (before deductions)	
Forecast Population	36,700
\$ per Capita	\$126
Eligible Amount	\$4,638,146

**City of Barrie  
Service Standard Calculation Sheet**

Service: Transit Vehicles  
Unit Measure: No. of equipped vehicles  
Quantity Measure

Description	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014 Value (\$/Vehicle)
Transit Buses	36	36	37	39	40	40	40	40	40	42	\$519,000
B.A.C.T.S. Buses	7	8	10	11	11	12	12	12	12	12	\$111,000
Van	-	-	1	1	1	1	1	1	1	1	\$32,000
<b>Total</b>	<b>43</b>	<b>44</b>	<b>48</b>	<b>51</b>	<b>52</b>	<b>53</b>	<b>53</b>	<b>53</b>	<b>53</b>	<b>55</b>	

Population	120,574	125,453	128,430	130,900	132,782	134,638	134,875	135,710	136,401	137,221
Per Capita Standard	0.0004	0.0004	0.0004	0.0004	0.0004	0.0004	0.0004	0.0004	0.0004	0.0004

	2004-2013
10 Year Average	
Quantity Standard	0.0004
Quality Standard	\$407,050
Service Standard	\$163

	10 Year
DC Amount (before deductions)	
Forecast Population	36,700
\$ per Capita	\$163
Eligible Amount	\$5,975,494

**City of Barrie  
Service Standard Calculation Sheet**

Service: Transit Shelters  
Unit Measure: No. of items

**Quantity Measure**

Description	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014 Value (\$/item)
Transit Shelters (city built)	46	46	53	66	66	67	67	69	70	73	\$5,600
Non-owned (Pattison) shelters	10	10	10	10	36	53	56	58	58	59	\$5,600
<b>Total</b>	<b>56</b>	<b>56</b>	<b>63</b>	<b>76</b>	<b>102</b>	<b>120</b>	<b>123</b>	<b>127</b>	<b>128</b>	<b>132</b>	

Population	120,574	125,453	128,430	130,900	132,782	134,638	134,875	135,710	136,401	137,221
Per Capita Standard	0.0005	0.0004	0.0005	0.0006	0.0008	0.0009	0.0009	0.0009	0.0009	0.0010

	2004-2013
10 Year Average	
Quantity Standard	0.0007
Quality Standard	\$5,914
Service Standard	\$4

	10 Year
DC Amount (before deductions)	
Forecast Population	36,700
\$ per Capita	\$4
Eligible Amount	\$151,938



**City of Barrie  
Service Standard Calculation Sheet**

Service: Parking Spaces  
Unit Measure: No. of spaces

**Quantity Measure**

Description	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014 Value (\$/space)
Collier St. Parkade	-	-	-	-	303	303	303	303	303	303	\$41,200
Collier St. Parkade Lot	85	85	-	-	-	-	-	-	-	-	\$7,000
Mary St. Lot	27	27	27	27	27	27	27	27	27	27	\$7,000
Maple & Dunlop Lot	27	27	27	27	27	27	27	27	27	27	\$7,000
Maple Ave. Lot	34	34	34	34	34	34	34	34	34	34	\$7,000
Maple & Ross Lot	45	45	45	45	45	45	45	45	45	45	\$7,000
15 Bayfield St. Lot	-	-	-	35	35	35	35	35	35	35	\$5,250
Bayfield & Maple Lot	25	25	25	25	25	25	25	25	25	25	\$7,000
Bayfield St. Lot	24	24	24	24	81	81	81	81	81	81	\$7,000
Clapperton St. Lot	43	43	43	43	43	43	43	43	43	43	\$7,000
City Hall Lot	59	59	59	59	59	59	59	59	59	59	\$7,000
Mulcaster St. Lot	27	27	27	27	27	27	27	27	27	27	\$7,000
Market Square Lot	86	86	86	86	86	86	86	86	-	-	\$7,000
Simcoe St. Lot	90	90	90	90	90	90	90	90	90	90	\$7,000
Library Lot	65	65	65	65	65	65	65	65	65	65	\$7,000
Library (H-Block) Lot	174	174	174	174	174	174	174	174	174	174	\$7,000
Owen St Lot	4	4	4	4	4	4	4	4	4	4	\$7,000
Heritage Lot West	58	58	58	58	58	58	58	58	58	58	\$7,000
Heritage Lot East	22	22	22	22	22	22	22	22	22	22	\$7,000
Heritage Lot (Hooters)	8	8	8	8	8	8	8	8	8	8	\$7,000
Spirit Catcher Lot	79	79	79	79	79	79	79	79	79	79	\$7,000
Bradford St. Lot	-	-	-	15	15	15	15	15	15	15	\$7,000
23 Collier St Lot	-	-	-	-	-	15	15	15	15	15	\$7,000
Marina North Lot	50	50	50	50	50	50	50	50	50	50	\$5,250
Lake 2 & Lake 3 lots	-	-	-	56	56	56	56	56	56	56	\$7,000
Lakeshore Mews Lot	37	37	37	37	37	34	34	34	34	34	\$7,000
Georgian Fields Lot	-	-	-	-	-	91	91	91	91	-	\$7,000
Parking Equipment - PDM's	17	52	55	81	81	81	81	81	83	85	\$10,800
Parking Equipment - Pylon Sign	21	21	21	21	21	21	20	20	18	18	\$1,800
Parking Equipment - Rate Board Signage	25	25	25	29	29	30	30	30	28	27	\$100
Parking Equipment - Pay Here Signage	35	35	35	41	41	41	41	41	37	37	\$15
Parking Equipment - Stop Have You Paid Signage	48	48	48	52	52	54	54	54	50	50	\$30
Parking Equipment - U/C Post	21	21	21	23	23	24	24	24	22	22	\$25
Parking Equipment - 4X4 Steel Post	50	50	50	58	58	60	60	60	56	54	\$450

**City of Barrie  
Service Standard Calculation Sheet**

Service: Parking Spaces  
Unit Measure: No. of spaces

**Quantity Measure**

Description	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014 Value (\$/space)
Parking Equipment - Meters	1,396	886	881	881	698	698	683	624	600	580	\$570
<b>Total</b>	<b>2,682</b>	<b>2,207</b>	<b>2,120</b>	<b>2,276</b>	<b>2,453</b>	<b>2,562</b>	<b>2,546</b>	<b>2,487</b>	<b>2,361</b>	<b>2,249</b>	

Population	120,574	125,453	128,430	130,900	132,782	134,638	134,875	135,710	136,401	137,221
Per Capita Standard	0.0222	0.0176	0.0165	0.0174	0.0185	0.0190	0.0189	0.0183	0.0173	0.0164

10 Year Average	2004-2013
Quantity Standard	0.0182
Quality Standard	\$6,831
Service Standard	\$124

DC Amount (before deductions)	10 Year
Forecast Population	36,700
\$ per Capita	\$124
Eligible Amount	\$4,562,911

**City of Barrie  
Service Standard Calculation Sheet**

Service: Parkland Development  
Unit Measure: No. of developed parkland acres

**Quantity Measure**

Description	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014 Value (\$/Acre)
<b>Community Parks</b>											
Barrie Community Sports Park	118.48	118.48	118.48	118.48	118.48	118.48	118.48	118.48	118.48	118.48	\$107,200
Barrie Community Sports Park (Natural)	2.40	2.40	2.40	2.40	2.40	2.40	2.40	2.40	2.40	2.40	\$3,900
East Bayfield Park - Phase 1 & 2	12.13	12.13	12.13	12.13	12.13	12.13	12.13	12.13	12.13	12.13	\$116,200
Eastview Park	10.73	10.73	10.73	10.73	10.73	10.73	10.73	10.73	10.73	10.73	\$114,700
Eastview Park (Natural Area)	3.49	3.49	3.49	3.49	3.49	3.49	3.49	3.49	3.49	3.49	\$3,900
Ferndale Park	10.07	10.07	10.07	10.07	10.07	10.07	10.07	10.07	10.07	10.07	\$101,300
Ferndale Park (Natural Area)	2.58	2.58	2.58	2.58	2.58	2.58	2.58	2.58	2.58	2.58	\$3,900
Georgian Fields	10.96	10.96	10.96	10.96	10.96	10.96	10.96	10.96	10.96	10.96	\$135,000
Georgian Fields (Natural Area)	3.37	3.37	3.37	3.37	3.37	3.37	3.37	3.37	3.37	3.37	\$3,900
Holly Community Park - Phase I	11.94	11.94	11.94	11.94	11.94	11.94	11.94	11.94	11.94	11.94	\$98,700
Huronion Park North	20.41	20.41	20.41	20.41	20.41	20.41	20.41	20.41	20.41	20.41	\$93,200
Huronion Park North (Natural Area)	8.71	8.71	8.71	8.71	8.71	8.71	8.71	8.71	8.71	8.71	\$3,900
Lampman Lane Park	13.43	13.43	13.43	13.43	13.43	13.43	13.43	13.43	13.43	13.43	\$136,500
Lampman Lane Park (Natural Area)	4.40	4.40	4.40	4.40	4.40	4.40	4.40	4.40	4.40	4.40	\$3,900
Lennox Park(formerly Huronia Park S.) Phase 1, 2 & 3	19.69	19.69	19.69	19.69	19.69	19.69	19.69	19.69	19.69	19.69	\$120,000
MacMorrison Park	6.53	6.53	6.53	6.53	6.53	6.53	6.53	6.53	6.53	6.53	\$161,800
Painswick Park	9.69	9.69	9.69	9.69	9.69	9.69	9.69	9.69	9.69	9.69	\$123,500
Queens Park	9.60	9.60	9.60	9.60	9.60	9.60	9.60	9.60	9.60	9.60	\$173,000
Shear Park	5.03	5.03	5.03	5.03	5.03	5.03	5.03	5.03	5.03	5.03	\$179,600
Shear Park (Natural Area)	5.51	5.51	5.51	5.51	5.51	5.51	5.51	5.51	5.51	5.51	\$3,900
Sunnidale Park	48.59	48.59	48.59	48.59	48.59	48.59	48.59	48.59	48.59	48.59	\$76,700
Sunnidale Park (DOLRA)	7.15	7.15	7.15	7.15	7.15	7.15	7.15	7.15	7.15	7.15	\$3,900
<b>Neighbourhood Parks</b>											
Allandale Heights Park	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	\$91,000
Archie Goodall Park	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	\$132,200
Assikinack Park	5.28	5.28	5.28	5.28	5.28	5.28	5.28	5.28	5.28	5.28	\$88,800
Barwick Park	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	\$321,400
Barwick Park (Natural Area)	3.53	3.53	3.53	3.53	3.53	3.53	3.53	3.53	3.53	3.53	\$3,900
Batteaux				5.70	5.70	5.70	5.70	5.70	5.70	5.70	\$93,600
Batteaux (Natural Area)				1.76	1.76	1.76	1.76	1.76	1.76	1.76	\$3,900

**City of Barrie  
Service Standard Calculation Sheet**

Service: Parkland Development  
Unit Measure: No. of developed parkland acres

**Quantity Measure**

Description	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014 Value (\$/Acre)
Bayshore Park	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10	\$95,700
Bear Creek (Phase 1 & 2)	7.82	7.82	7.82	7.82	7.82	7.82	7.82	7.82	7.82	7.82	\$96,700
Berczy Park	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	\$291,600
Berczy Park (Natural Area)	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	\$3,900
Blair Tot Lot	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	\$185,700
Brock Park	3.16	3.16	3.16	3.16	3.16	3.16	3.16	3.16	3.16	3.16	\$109,100
Brock Park (Natural Area)	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	\$3,900
Brownwood Park	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	\$188,200
Brownwood Park (Natural Area)	1.31	1.31	1.31	1.31	1.31	1.31	1.31	1.31	1.31	1.31	\$3,900
Brunton Park	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	\$145,100
Carter Park	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	\$146,400
Cartwright Park	3.42	3.42	3.42	3.42	3.42	3.42	3.42	3.42	3.42	3.42	\$106,400
Catherine				2.80	2.80	2.80	2.80	2.80	2.80	2.80	\$130,100
Cedar Grove Park	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	\$139,100
Cedar Grove Park (Natural Area)	1.89	1.89	1.89	1.89	1.89	1.89	1.89	1.89	1.89	1.89	\$3,900
Chalmers Park	1.85	1.85	1.85	1.85	1.85	1.85	1.85	1.85	1.85	1.85	\$120,400
Cheltenham Park	6.60	6.60	6.60	6.60	6.60	6.60	6.60	6.60	6.60	6.60	\$80,600
Cloughey Park	4.26	4.26	4.26	4.26	4.26	4.26	4.26	4.26	4.26	4.26	\$91,900
College Heights Park	3.09	3.09	3.09	3.09	3.09	3.09	3.09	3.09	3.09	3.09	\$104,400
Coronation Park											\$101,800
Cudia Park	1.57	1.57	1.57	1.57	1.57	1.57	1.57	1.57	1.57	1.57	\$122,400
Cumming Park	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	\$212,100
Cundles West Park	4.68	4.68	4.68	4.68	4.68	4.68	4.68	4.68	4.68	4.68	\$87,500
D'ambrosio Park	2.19	2.19	2.19	2.19	2.19	2.19	2.19	2.19	2.19	2.19	\$118,900
Dock Road Park	2.56	2.56	2.56	2.56	2.56	2.56	2.56	2.56	2.56	2.56	\$69,800
Dock Road Park (Natural Area)	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	\$3,900
Donald St. Park	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	\$191,700
Elizabeth Park	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	\$128,400
Emms	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	\$257,400
Ferris Park	3.07	3.07	3.07	3.07	3.07	3.07	3.07	3.07	3.07	3.07	\$96,700
Fralick				2.70	2.70	2.70	2.70	2.70	2.70	2.70	\$102,400
Fralick (Natural Area)				6.03	6.03	6.03	6.03	6.03	6.03	6.03	\$3,900
Gibbon Park	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	\$183,000

**City of Barrie  
Service Standard Calculation Sheet**

Service: Parkland Development  
Unit Measure: No. of developed parkland acres

**Quantity Measure**

Description	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014 Value (\$/Acre)
Gibbon Park (Natural Area)	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	\$3,900
J Gibbons Park								0.15	0.15	0.15	\$69,800
Golden Meadow Park	8.60	8.60	8.60	8.60	8.60	8.60	8.60	8.60	8.60	8.60	\$96,300
Greenfield Park	5.70	5.70	5.70	5.70	5.70	5.70	5.70	5.70	5.70	5.70	\$108,000
Hanmer Park	2.48	2.48	2.48	2.48	2.48	2.48	2.48	2.48	2.48	2.48	\$118,700
Harvie Park	3.97	3.97	3.97	3.97	3.97	3.97	3.97	3.97	3.97	3.97	\$118,000
H.G. Robertson Park	3.27	3.27	3.27	3.27	3.27	3.27	3.27	3.27	3.27	3.27	\$95,000
Hicklings Park	6.23	6.23	6.23	6.23	6.23	6.23	6.23	6.23	6.23	6.23	\$95,700
Highland Park	1.82	1.82	1.82	1.82	1.82	1.82	1.82	1.82	1.82	1.82	\$115,200
Hurst	2.38	2.38	2.38	2.38	2.38	2.38	2.38	2.38	2.38	2.38	\$104,500
Hyde Park								4.63	4.63	4.63	\$87,700
Hyde Park (Natural Area)								6.98	6.98	6.98	\$3,900
Irwin Park	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	\$833,300
Irwin Park (Natural Area)	2.78	2.78	2.78	2.78	2.78	2.78	2.78	2.78	2.78	2.78	\$3,900
John Edwin	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	\$69,800
Kearsey Park	4.76	4.76	4.76	4.76	4.76	4.76	4.76	4.76	4.76	4.76	\$93,000
Kempenfelt Park	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	\$121,700
Kuzmich (Previously Grand Forrest)	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	\$101,600
Leacock Park	3.16	3.16	3.16	3.16	3.16	3.16	3.16	3.16	3.16	3.16	\$95,900
Lions Park	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	\$258,700
Little Lake Park (Wilcox Property only)	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	\$111,400
Little Lake Park (Wooded area)	33.84	33.84	33.84	33.84	33.84	33.84	33.84	33.84	33.84	33.84	\$3,900
Livingstone Park	7.51	7.51	7.51	7.51	7.51	7.51	7.51	7.51	7.51	7.51	\$80,800
Lonsdale Park	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	\$178,500
Lougheed Park	5.96	5.96	5.96	5.96	5.96	5.96	5.96	5.96	5.96	5.96	\$110,000
Loyalist Park								2.20	2.20	2.20	\$107,300
Loyalist Park (Natural Area)								0.31	0.31	0.31	\$3,900
Madeline Park	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	\$82,500
Madeline Park (Natural Area)	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	\$3,900
Maitland Park	5.55	5.55	5.55	5.55	5.55	5.55	5.55	5.55	5.55	5.55	\$62,200
Mapleton Park	3.33	3.33	3.33	3.33	3.33	3.33	3.33	3.33	3.33	3.33	\$89,700
Marsellus Park	6.58	6.58	6.58	6.58	6.58	6.58	6.58	6.58	6.58	6.58	\$89,700
Mayfair Park	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	\$271,100

**City of Barrie  
Service Standard Calculation Sheet**

Service: Parkland Development  
Unit Measure: No. of developed parkland acres

**Quantity Measure**

Description	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014 Value (\$/Acre)
Mayfair Park (Natural Area)	3.76	3.76	3.76	3.76	3.76	3.76	3.76	3.76	3.76	3.76	\$3,900
McConkey Park	3.11	3.11	3.11	3.11	3.11	3.11	3.11	3.11	3.11	3.11	\$96,300
Memorial	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	\$80,400
Monserrand Park	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	\$237,800
Nelson Lookout	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	\$244,000
Nelson Lookout (Natural Area)	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	\$3,900
Nelson Square	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	\$111,700
Oates	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	\$145,700
Oates (Natural Area)	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	\$3,900
Osprey Ridge Park	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17	\$117,300
Patricia Park	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	\$261,200
Patterson Park	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	\$147,700
Pringle	7.13	7.13	7.13	7.13	7.13	7.13	7.13	7.13	7.13	7.13	\$84,900
Radenhurst Park	1.92	1.92	1.92	1.92	1.92	1.92	1.92	1.92	1.92	1.92	\$125,800
Radenhurst Park (Natural Area)	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	\$3,900
Redfern Park	1.89	1.89	1.89	1.89	1.89	1.89	1.89	1.89	1.89	1.89	\$113,500
Redpath Park	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	\$211,900
Red Story Field	3.90	3.90	3.90	3.90	3.90	3.90	3.90	3.90	3.90	3.90	\$77,000
Robin Court	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	\$184,500
Riverwood Park	7.44	7.44	7.44	7.44	7.44	7.44	7.44	7.44	7.44	7.44	\$102,000
St. Vincent Park	2.17	2.17	2.17	2.17	2.17	2.17	2.17	2.17	2.17	2.17	\$256,500
Sandringham	7.98	7.98	7.98	7.98	7.98	7.98	7.98	18.51	18.51	18.51	\$105,000
Sandringham (Natural Area)	14.40	14.40	14.40	14.40	14.40	14.40	14.40	3.87	3.87	3.87	\$3,900
Scott Park	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	\$113,200
Sheppard's Park	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	\$207,700
Sheppard's Park (Natural Area)	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	\$3,900
Shoreview Park	2.96	2.96	2.96	2.96	2.96	2.96	2.96	2.96	2.96	2.96	\$97,700
Shoreview Park (Natural Area)	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	\$3,900
Snowshoe Park	2.22	2.22	2.22	2.22	2.22	2.22	2.22	2.22	2.22	2.22	\$120,800
Shalom Park								3.08	3.08	3.08	\$113,600
Steel St. Park(Cook)	2.78	2.78	2.78	2.78	2.78	2.78	2.78	2.78	2.78	2.78	\$116,600
Stollar	3.82	3.82	3.82	3.82	3.82	3.82	3.82	3.82	3.82	3.82	\$128,800
Strabane Park	1.85	1.85	1.85	1.85	1.85	1.85	1.85	1.85	1.85	1.85	\$187,200

**City of Barrie  
Service Standard Calculation Sheet**

Service: Parkland Development  
Unit Measure: No. of developed parkland acres

**Quantity Measure**

Description	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014 Value (\$/Acre)
Summerset									6.98	6.98	\$96,100
Surrey Park	5.08	5.08	5.08	5.08	5.08	5.08	5.08	5.08	5.08	5.08	\$90,800
Surrey Park (Natural Area)	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	\$3,900
Tall Trees	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	\$69,800
Tall Trees (Natural Area)	3.95	3.95	3.95	3.95	3.95	3.95	3.95	3.95	3.95	3.95	\$3,900
Valley View Park	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	\$200,800
Valley View Park (Natural Area)	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	\$3,900
Vancouver Lookout	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	\$89,400
Vancouver Lookout (Natural Area)	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	\$3,900
Veteran's Woods		2.93	2.93	2.93	2.93	2.93	2.93	2.93	2.93	2.93	\$104,000
Veteran's Woods (Natural Area)		8.68	8.68	8.68	8.68	8.68	8.68	8.68	8.68	8.68	\$3,900
Victoria Woods	7.94	7.94	7.94	7.94	7.94	7.94	7.94	7.94	7.94	7.94	\$96,700
Walnut Crescent Park	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	\$77,400
Walnut Crescent Park (Natural Area)	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	\$3,900
Wessenger Park	1.43	1.43	1.43	1.43	1.43	1.43	1.43	1.43	1.43	1.43	\$145,000
Willoughby Park	4.75	4.75	4.75	4.75	4.75	4.75	4.75	4.75	4.75	4.75	\$100,900
Willoughby Park (Natural Area)	8.34	8.34	8.34	8.34	8.34	8.34	8.34	8.34	8.34	8.34	\$3,900
Bear Creek Eco Park									26.03	26.03	\$11,600
North Shore Trail	16.05	16.05	16.05	16.05	16.05	16.05	16.05	16.05	16.05	16.05	\$22,300
South End DOLRA									20.00	20.00	\$3,900
<b>Waterfront Parks</b>											
Allandale Station Park	26.79	26.79	26.79	26.79	26.79	26.79	26.79	26.79	26.79	26.79	\$76,900
Allandale Station Park (Natural Area)	11.84	11.84	11.84	11.84	11.84	11.84	11.84	11.84	11.84	11.84	\$3,900
Bayview Park	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	\$214,300
Centennial	23.20	23.20	23.20	28.09	28.09	28.09	28.09	28.09	28.09	28.09	\$500,600
Gables	1.89	1.89	1.89	1.89	1.89	1.89	1.89	1.89	1.89	1.89	\$277,000
Gables (Natural Area)	33.96	33.96	33.96	33.96	33.96	33.96	33.96	33.96	33.96	33.96	\$3,900
Heritage Park	7.33	7.33	7.33	7.33	7.33	7.33	7.33	7.33	7.33	7.33	\$190,200
Johnson Beach	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	\$256,300
Minets Point	2.98	2.98	2.98	2.98	2.98	2.98	2.98	2.98	2.98	2.98	\$205,100
Pioneer Park	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	\$69,800
Tollendal Park	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	\$177,400

**City of Barrie  
Service Standard Calculation Sheet**

Service: Parkland Development  
Unit Measure: No. of developed parkland acres

**Quantity Measure**

Description	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014 Value (\$/Acre)
Tollendal Park (Natural Area)	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	\$3,900
Tyndale Park	7.60	7.60	7.60	7.60	7.60	7.60	7.60	7.60	7.60	7.60	\$133,500
Tyndale Park (Natural Area)	7.37	7.37	7.37	7.37	7.37	7.37	7.37	7.37	7.37	7.37	\$3,900
Wilkin's	1.88	1.88	1.88	1.88	1.88	1.88	1.88	1.88	1.88	1.88	\$122,200
<b>Total</b>	<b>813.66</b>	<b>829.09</b>	<b>829.09</b>	<b>852.97</b>	<b>855.48</b>	<b>855.48</b>	<b>855.48</b>	<b>870.32</b>	<b>930.29</b>	<b>930.29</b>	

Population	120,574	125,453	128,430	130,900	132,782	134,638	134,875	135,710	136,401	137,221
Per Capita Standard	0.0067	0.0066	0.0065	0.0065	0.0064	0.0064	0.0063	0.0064	0.0068	0.0068

	2004-2013
10 Year Average	
Quantity Standard	0.0065
Quality Standard	\$96,878
Service Standard	\$630

	10 Year
DC Amount (before deductions)	
Forecast Population	36,700
\$ per Capita	\$630
Eligible Amount	\$23,110,357



**City of Barrie  
Service Standard Calculation Sheet**

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

**Quantity Measure**

Description	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014 Value (\$/Vehicle)
Light Duty Vehicles	18	18	18	18	18	18	18	18	18	18	\$39,000
Forestry Truck	1	1	1	1	1	1	1	1	1	1	\$275,000
Truck with Crane	1	1	1	1	1	1	1	1	1	1	\$180,000
Maintenance Truck c/w Crane	1	1	1	1	1	1	1	1	1	1	\$79,000
Park Maintenance Vehicle	1	1	1	1	1	1	1	1	1	1	\$113,000
Water Truck	2	2	2	2	2	2	2	2	2	2	\$66,000
Tractor	3	3	5	5	5	5	5	5	5	5	\$63,000
Larger Mower (15' cut)	3	3	3	3	3	3	3	3	3	3	\$122,000
Mowers, Bobcats, etc.	10	13	15	15	15	15	15	15	15	15	\$39,000
One Ton Dump Truck	4	4	4	4	4	4	4	4	4	4	\$47,000
All Terrain Vehicle	1	1	1	1	1	1	1	1	1	1	\$16,000
Snowmobile	1	1	1	1	1	1	1	1	1	1	\$11,000
Wood Chipper	2	2	2	2	2	2	2	2	2	2	\$48,000
Electric Fork Lift	1	1	1	1	1	1	1	1	1	1	\$39,000
Forestry Truck (mid size)	1	1	1	1	1	1	1	1	1	1	\$99,000
Large Cub Van	2	2	2	2	2	2	2	2	2	2	\$54,000
Mower 12'	1	1	1	1	1	1	1	1	1	1	\$56,000
Skid steer											\$101,000
Utility vehicle (Gator style)	1	5	5	5	5	5	5	5	5	5	\$20,000
Stumper	1	1	1	1	1	1	1	1	1	1	\$25,000
Vacuum/ Compactors	1	1	2	2	2	2	2	2	2	2	\$150,000
Groomers (ball diamond)	2	3	3	3	2	2	2	2	2	2	\$22,000
Light Duty Trucks	3	3	3	4	4	4	4	4	4	4	\$39,000
4 x 4/ Plow	1	1	1	1	1	1	1	1	1	1	\$49,000
Cube Van	1	1	1	1	1	1	1	1	1	1	\$54,000
Fork Lift	1	1	1	1	1	1	1	1	1	1	\$40,000
Ice Resurfacers	9	9	9	9	11	11	11	11	11	11	\$90,000
Marina Boat	1	1	1	1	1	1	1	1	1	1	\$20,000
Rentals											\$41,000
<b>Total</b>	<b>74</b>	<b>82</b>	<b>88</b>	<b>89</b>	<b>90</b>	<b>101</b>	<b>101</b>	<b>101</b>	<b>101</b>	<b>101</b>	

Population	120,574	125,453	128,430	130,900	132,782	134,638	134,875	135,710	136,401	137,221
Per Capita Standard	0.0006	0.0007	0.0007	0.0007	0.0007	0.0007	0.0007	0.0007	0.0007	0.0007

2004-2013	
10 Year Average	
Quantity Standard	0.0007
Quality Standard	\$57,129
Service Standard	\$40

10 Year	
DC Amount (before deductions)	
Forecast Population	36,700
\$ per Capita	\$40
Eligible Amount	\$1,467,633

**City of Barrie  
Service Standard Calculation Sheet**

Service: Indoor Recreation Facilities  
Unit Measure: ft<sup>2</sup> of building area

**Quantity Measure**

Description	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014 Bld'g Value (\$/ft <sup>2</sup> )	Value/ft <sup>2</sup> with land, site works, etc.
Allandale-Phase 1 & 2	119,000	119,000	119,000	119,000	121,383	121,383	121,383	121,383	121,383	121,383	\$314	\$350
Barrie Molson Centre	110,400	110,400	110,400	110,400	110,400	110,400	110,400	110,400	110,400	110,400	\$380	\$423
Parkview Community Centre-Original and Addition	16,150	16,150	16,150	16,150	16,150	16,150	16,150	16,150	16,150	16,150	\$238	\$266
Southshore Community Centre	19,500	19,500	19,500	19,500	19,500	19,500	19,500	19,500	19,500	19,500	\$254	\$283
Barrie Arena	55,200	55,200	55,200	55,200	55,200	-	-	-	-	-	\$144	\$162
Eastview Arena	25,000	25,000	25,000	25,000	25,000	25,000	30,043	30,043	30,043	30,043	\$248	\$277
Lampman Lane Community Centre	12,900	12,900	12,900	12,900	12,900	12,900	12,900	12,900	12,900	12,900	\$218	\$244
Dorian Parker Community Centre	7,850	7,850	7,850	7,850	7,850	7,850	7,850	7,850	7,850	7,850	\$203	\$227
East Bayfield Community Centre	153,000	153,000	153,000	153,000	153,000	153,000	153,000	153,000	153,000	153,000	\$314	\$350
Holly Community Centre	-	-	-	155,000	155,000	155,000	155,000	155,000	155,000	155,000	\$314	\$350
70 Collier St. (Parks & Rec. Share = 6.74%)	6,400	6,400	6,400	6,400	6,400	6,400	6,400	6,400	6,400	6,400	\$227	\$253
Circle at the Centre	1,058	1,058	1,058	1,058	1,058	1,058	1,058	1,058	1,058	1,058	\$145	\$152
Victoria Village	1,130	1,130	1,130	1,130	1,130	1,130	1,130	1,130	1,130	1,130	\$42	\$49
Sports dome (Building only)	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	\$145	\$163
Queens Park Tennis Court building	1,340	1,340	1,340	1,340	1,340	1,340	1,340	1,340	1,340	1,340	\$145	\$152
Queens Park Concession/Storage	480	480	480	480	480	480	480	480	480	480	\$145	\$152
Centennial Concession	1,159	1,159	1,159	1,159	1,159	1,159	1,159	1,159	1,159	1,159	\$145	\$152
Heritage Park Washrooms	2,470	2,470	2,470	2,470	2,470	2,470	2,470	2,470	2,470	2,470	\$145	\$152
Tyndale Park Washrooms	-	-	-	2,105	2,105	2,105	2,105	2,105	2,105	2,105	\$145	\$152
St. Vincent Park Washrooms	302	302	302	302	302	302	302	302	302	302	\$145	\$152
MacMorrison Park Washrooms	579	579	579	579	579	579	579	579	579	579	\$145	\$152
Johnson Beach Washrooms	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	1,417	\$145	\$152
Minets Point Washrooms	1,514	1,514	1,514	1,514	1,514	1,514	1,514	1,514	1,514	1,514	\$145	\$152
Queens Park Washrooms	1,173	1,173	1,173	1,173	1,173	1,173	1,173	1,173	1,173	1,173	\$145	\$152
Shear Park Washrooms	444	444	444	444	444	444	444	444	444	444	\$145	\$152
Centennial Park Washrooms	3,680	3,680	3,680	3,680	3,680	3,680	3,680	3,680	3,680	3,680	\$145	\$152
<b>Total</b>	<b>544,146</b>	<b>544,146</b>	<b>544,146</b>	<b>701,251</b>	<b>703,634</b>	<b>648,434</b>	<b>653,477</b>	<b>653,477</b>	<b>653,477</b>	<b>653,477</b>		
Population	120,574	125,453	128,430	130,900	132,782	134,638	134,875	135,710	136,401	137,221		
Per Capita Standardc	4.5130	4.3374	4.2369	5.3572	5.2992	4.8161	4.8451	4.8152	4.7909	4.7622		
<b>10 Year Average</b>	<b>2004-2013</b>											
Quantity Standard	4.7773											
Quality Standard	\$336											
Service Standard	\$1,604											
<b>DC Amount (before deductions)</b>	<b>10 Year</b>											
Forecast Population	36,700											
\$ per Capita	\$1,604											
Eligible Amount	\$58,861,662											



**City of Barrie  
Service Standard Calculation Sheet**

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

**Quantity Measure**

Description	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014 Value (\$/item)
Reference Materials (print & non-print)	221,862	225,532	234,031	240,807	264,556	262,317	284,468	342,259	326,233	341,067	\$37
<b>Total</b>	221,862	225,532	234,031	240,807	264,556	262,317	284,468	342,259	326,233	341,067	

Population	120,574	125,453	128,430	130,900	132,782	134,638	134,875	135,710	136,401	137,221
Per Capita Standard	1.84	1.80	1.82	1.84	1.99	1.95	2.11	2.52	2.39	2.49

	2004-2013
10 Year Average	
Quantity Standard	2.0749
Quality Standard	\$37
Service Standard	\$77

	10 Year
DC Amount (before deductions)	
Forecast Population	36,700
\$ per Capita	\$77
Eligible Amount	\$2,817,459

**City of Barrie  
Service Standard Calculation Sheet**

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

**Quantity Measure**

Description	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014 Bld'g Value (\$/ft <sup>2</sup> )	Value/ft <sup>2</sup> with land, site works, etc.
Angus Ambulance Station	-	4,500	4,500	4,500	4,500	4,500	4,500	4,500	4,500	4,500	\$300	\$334
Alliston Ambulance Station	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	\$400	\$445
Barrie Ambulance Station	5,900	5,900	5,900	5,900	5,900	5,900	5,900	5,900	5,900	5,900	\$300	\$334
Barrie North Ambulance Station	-	-	5,200	5,200	5,200	5,200	5,200	5,200	5,200	5,200	\$300	\$334
Bradford Ambulance Station	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	\$400	\$445
Coldwater Ambulance Station	-	-	1,809	1,809	1,809	1,809	1,809	1,809	1,809	1,809	\$300	\$334
Collingwood Ambulance Station	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	\$300	\$334
Craighurst Ambulance Station	3,014	3,014	3,014	3,014	3,014	3,014	3,014	3,014	3,014	3,014	\$400	\$445
Elmvale Ambulance Station	-	-	600	600	600	600	600	600	600	600	\$400	\$445
Midland Ambulance Station	5,800	5,800	5,800	5,800	5,800	5,800	5,800	5,800	5,800	5,800	\$300	\$334
Orillia Ambulance Station	7,420	7,420	7,420	7,420	7,420	7,420	7,420	7,420	7,420	7,420	\$300	\$334
Stayner Station	-	-	-	-	-	-	5,431	5,431	5,431	5,431	\$300	\$334
Stroud Ambulance Station	4,177	4,177	4,177	4,177	4,177	4,177	4,177	4,177	4,177	4,177	\$400	\$445
New Tecumseth (Tottenham)	-	-	-	-	-	-	444	444	444	444	\$400	\$445
Wasaga Beach Ambulance Station	1,894	1,894	1,894	1,894	1,894	1,894	1,894	1,894	1,894	1,894	\$300	\$334
Washago Ambulance Station	3,014	3,014	3,014	3,014	3,014	3,014	3,014	3,014	3,014	3,014	\$300	\$334
St. Paul Ambulance Station	2,200	-	-	-	-	-	-	-	-	-	\$300	\$334
Administration Centre	-	807	1,098	2,240	2,240	2,240	2,240	2,240	2,240	2,240	\$300	\$334
<b>Total</b>	<b>42,685</b>	<b>45,792</b>	<b>53,692</b>	<b>54,834</b>	<b>54,834</b>	<b>54,834</b>	<b>60,709</b>	<b>60,709</b>	<b>60,709</b>	<b>60,709</b>		
<b>City of Barrie's Share (26.23%)</b>	<b>11,196</b>	<b>12,011</b>	<b>14,083</b>	<b>14,383</b>	<b>14,383</b>	<b>14,383</b>	<b>15,924</b>	<b>15,924</b>	<b>15,924</b>	<b>15,924</b>		

Population	120,574	125,453	128,430	130,900	132,782	134,638	134,875	135,710	136,401	137,221
Per Capita Standard	0.0929	0.0957	0.1097	0.1099	0.1083	0.1068	0.1181	0.1173	0.1167	0.1160

	2004-2013
10 Year Average	
Quantity Standard	0.1091
Quality Standard	\$363
Service Standard	\$40

	10 Year
DC Amount (before deductions)	
Forecast Population	36,700
\$ per Capita	\$40
Eligible Amount	\$1,452,219

**City of Barrie  
Service Standard Calculation Sheet**

Service: Paramedics Vehicles  
Unit Measure: No. of vehicles and equipment

**Quantity Measure**

Description	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014 Value (\$/Vehicle)
Ambulances	34	36	37	38	39	39	39	39	39	39	\$183,000
Emergency Response Vehicles (ERVs)	5	6	7	8	8	8	9	9	9	9	\$99,000
Emergency Support Unit (ESU)	1	1	1	1	1	2	2	2	2	2	\$25,000
Mobile Command Centre	-	1	1	1	1	1	1	1	1	1	\$122,000
Director Vehicle	1	1	1	1	1	1	1	1	1	1	\$35,000
Support Vehicle	1	2	2	2	2	2	2	2	2	2	\$41,000
ATV	2	2	1	1	1	1	1	1	1	1	\$20,000
ATV Trailer	1	1	1	1	1	1	1	1	1	1	\$2,000
<b>Total</b>	<b>45</b>	<b>50</b>	<b>51</b>	<b>53</b>	<b>54</b>	<b>55</b>	<b>56</b>	<b>56</b>	<b>56</b>	<b>56</b>	
<b>City of Barrie's Share (26.23%)</b>	<b>12</b>	<b>13</b>	<b>13</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	

Population	120,574	125,453	128,430	130,900	132,782	134,638	134,875	135,710	136,401	137,221
Per Capita Standard	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001

	2004-2013
Quantity Standard	0.0001
Quality Standard	\$159,100
Service Standard	\$16

	10 Year
DC Amount (before deductions)	36,700
Forecast Population	\$16
Eligible Amount	\$583,897

**City of Barrie  
Service Standard Calculation Sheet**

Service: Social Housing  
Unit Measure: ft<sup>2</sup> of building area

**Quantity Measure**

Description	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014 Bid g Value (\$/ft <sup>2</sup> )
<b>Detached</b>											
Barrie	22,251	22,251	22,251	22,251	22,251	22,251	22,251	22,251	22,251	22,251	\$167
Midland	79,020	79,020	79,020	79,020	79,020	79,020	79,020	79,020	79,020	79,020	\$164
Penetanguishene	9,278	9,278	9,278	9,278	9,278	9,278	9,278	9,278	9,278	9,278	\$174
<b>Semi-Detached</b>											
Barrie	45,220	45,220	45,220	45,220	45,220	45,220	45,220	45,220	45,220	45,220	\$143
Collingwood	18,800	18,800	18,800	18,800	18,800	18,800	18,800	18,800	18,800	18,800	\$160
Midland	37,658	37,658	37,658	37,658	37,658	37,658	37,658	37,658	37,658	37,658	\$152
Orillia	11,188	11,188	11,188	11,188	11,188	11,188	11,188	11,188	11,188	11,188	\$129
Penetanguishene	38,252	38,252	38,252	38,252	38,252	38,252	38,252	38,252	38,252	38,252	\$150
<b>Townhouse</b>											
Barrie	44,676	44,676	44,676	44,676	44,676	44,676	44,676	44,676	44,676	44,676	\$142
Collingwood	34,384	34,384	34,384	34,384	34,384	34,384	34,384	34,384	34,384	34,384	\$144
Midland	8,304	8,304	8,304	8,304	8,304	8,304	8,304	8,304	8,304	8,304	\$140
Orillia	39,164	39,164	39,164	39,164	39,164	39,164	39,164	39,164	39,164	39,164	\$138
<b>Multi Storey</b>											
Barrie	136,329	136,329	136,329	136,329	136,329	136,329	136,329	136,329	136,329	136,329	\$158
Bradford	-	-	-	-	-	-	25,199	25,199	25,199	25,199	\$177
Clearview	10,522	10,522	10,522	10,522	10,522	10,522	10,522	10,522	10,522	10,522	\$173
Collingwood	68,355	68,355	68,355	68,355	68,355	68,355	68,355	68,355	68,355	68,355	\$168
Gwillimbury	36,210	36,210	36,210	36,210	36,210	36,210	36,210	36,210	36,210	36,210	\$140
Innisfil	28,230	28,230	28,230	28,230	28,230	28,230	28,230	28,230	28,230	28,230	\$217
Midland	86,634	86,634	86,634	86,634	86,634	86,634	86,634	86,634	86,634	86,634	\$168
New Tecumseth	49,484	49,484	49,484	49,484	49,484	49,484	49,484	49,484	49,484	49,484	\$155
Orillia	60,920	60,920	60,920	60,920	60,920	60,920	60,920	60,920	60,920	60,920	\$169
Penetanguishene	52,407	52,407	52,407	52,407	52,407	52,407	52,407	52,407	52,407	52,407	\$174
Springwater	24,694	24,694	24,694	24,694	24,694	24,694	24,694	24,694	24,694	24,694	\$178
Wasaga Beach	27,744	27,744	27,744	27,744	27,744	27,744	27,744	27,744	27,744	27,744	\$194
<b>Total</b>	969,724	969,724	969,724	969,724	969,724	969,724	994,923	994,923	994,923	994,923	
<b>Total - City of Barrie's Share (26.23%)</b>	254,359	254,359	254,359	254,359	254,359	254,359	260,968	260,968	260,968	260,968	

Population	120,574	125,453	128,430	130,900	132,782	134,638	134,875	135,710	136,401	137,221
Per Capita Standard	2.1096	2.0275	1.9805	1.9432	1.9156	1.8892	1.9349	1.9230	1.9132	1.9018

	2004-2013
10 Year Average	1.9539
Quantity Standard	\$161
Quality Standard	\$315
Service Standard	

	10 Year
DC Amount (before deductions)	36,700
Forecast Population	\$315
\$ per Capita	\$11,545,820
Eligible Amount	





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**APPENDIX C**  
**LONG TERM CAPITAL AND OPERATING COST**  
**EXAMINATION**



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## **APPENDIX C - LONG TERM CAPITAL AND OPERATING COST EXAMINATION**

### **CITY OF BARRIE ANNUAL CAPITAL AND OPERATING COST IMPACT**

As a requirement of the *Development Charges Act, 1997* under subsection 10(2)(c), an analysis must be undertaken to assess the long-term capital and operating cost impacts for the capital infrastructure projects identified within the development charge. As part of the Salem and Hewitt's Secondary Plans process, a very detailed Fiscal Impact Assessment was undertaken (Long-Term Fiscal Impact Assessment of Growth name the study, February 24, 2014, prepared by Watson & Associates Economists Ltd.). This calculation fully meets the requirements of the Act and anyone interested in reviewing the document may obtain it from the City's website.



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**APPENDIX D**  
**DEVELOPMENT CHARGE RESERVE FUND POLICY**



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## APPENDIX D - DEVELOPMENT CHARGE RESERVE FUND POLICY

### D.1 Legislative Requirements

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

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

Annually, the Treasurer of the City is required to provide Council with a financial statement related to the DC by-law(s) and reserve funds. This statement must also be forwarded to the Minister of Municipal Affairs and Housing within 60 days of the statement being filed with Council.

O.Reg. 82/98 prescribes the information that must be included in the Treasurer’s statement, as follows:

- opening balance;
- closing balance;
- description of each service and/or service category for which the reserve fund was established;
- transactions for the year (e.g. collections, draws);
- list of credits by service or service category (outstanding at beginning of the year, given in the year and outstanding at the end of the year by holder);
- amounts borrowed, purpose of the borrowing and interest accrued during previous year;
- amount and source of money used by the City to repay municipal obligations to the fund;

- schedule identifying the value of credits recognized by the City, the service to which it applies and the source of funding used to finance the credit; and
- for each draw, the amount spent on the project from the DC reserve fund and the amount and source of any other monies spent on the project.

Based upon the above, Figure D-1 sets out the format for which annual reporting to Council should be provided.

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

Section 35 of the DCA states that:

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

This provision clearly establishes that reserve funds collected for a specific service are only to be used for that service.



**Appendix D-1**  
**SAMPLE DEVELOPMENT CHARGE RESERVE FUNDS STATEMENT**  
**CITY OF BARRIE**  
**FOR THE YEAR \_\_\_\_\_**

Reserve Fund	Municipal Wide								Area Specific									
	Roads	Roads Related	Transit	Protection	Parks and Recreation	Library Services	Administration	Paramedic	Parking	Social Housing	Water Services - Facilities	Wastewater Services - Facilities	Water Services - Facilities Related Debt	Water Services - Distribution Systems (Former City Municipal Boundary Areas)	Water Services - Distribution Systems (Salom & Hewitt's Secondary Plan Areas)	Wastewater Services - Collection Systems (Former City Municipal Boundary Areas)	Wastewater Services - Collection Systems (Salom & Hewitt's Secondary Plan Areas)	Stormwater (Former City Municipal Boundary Areas)
Balance as of January 1																		
Plus:																		
Development Charge Collections																		
Accrued Interest																		
Repayment of Monies Borrowed from Fund and Associated Interest																		
<b>SUB-TOTAL</b>																		
Less:																		
Amount Transferred to Capital (or Other) Funds (1)																		
Amounts Refunded																		
Amounts Loaned to Other DC Service Category																		
Credits (2)																		
Monies Borrowed from Fund for Other Municipal Purposes																		
<b>SUB-TOTAL</b>																		
<b>December 31 Closing Balance</b>																		

(1) See Attachment 1 for details

(2) See Attachment 2 for details

# Attachment 1

**SAMPLE DEVELOPMENT CHARGE RESERVE FUND STATEMENT  
CITY OF BARRIE  
FOR THE YEAR \_\_\_\_\_**

<b>DISCOUNTED SERVICES RESERVE FUND TRANSFERS</b>					
<b>Capital Project</b>	<b>DC Reserve Fund Draw</b>	<b>Operating Fund Draw</b>	<b>Other Reserves Fund Draw</b>	<b>Debt</b>	<b>Total</b>

## Attachment 2

**DEVELOPMENT CHARGE RESERVE FUND STATEMENT  
CITY OF BARRIE  
FOR THE YEAR \_\_\_\_\_**

<b>LISTING OF CREDITS UNDER DCA, 1997, s.38 BY HOLDER</b>					
<b>Credit Holder</b>	<b>Applicable DC Reserve Fund</b>	<b>Credit Balance - Beginning of Year</b>	<b>Additional Credits Granted During Year</b>	<b>Credits Used by Holder During Year</b>	<b>Credit Balance - End of Year</b>



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**APPENDIX E**  
**LOCAL SERVICE POLICY**



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## APPENDIX E - LOCAL SERVICE POLICY

### **Roads**

Roads - Former City Municipal Boundary Areas – Arterial and some major collector roads are included in the DC calculation as listed in this study; all other collector and local roads needs are a “local service”, which will be provided through a condition of development agreement under sections 51 and 53 of the *Planning Act*.

Roads – Salem & Hewitt’s Secondary Plan Areas – Arterial roads are included in the DC calculation as listed in this study; all other roads needs are a “local service” under s. 51 and 53 of the *Planning Act*.

Active transportation improvements are included in the DC calculation as listed in this study or as included in DC road projects; all other active transportation improvements are a “local service”.

Traffic signals and intersection improvements are included in the DC Calculation as listed in this study or as included in DC road projects; all other traffic signals and intersection improvements are a “local service”.

### **Stormwater Drainage and Control Services**

Former City Municipal Boundary Areas – Stormwater drainage and control services are included in the DC calculation as listed in this study; all other stormwater management requirements, including oversizing, are considered a “local service”.

Salem & Hewitt’s Secondary Plan Areas – Stormwater drainage works associated with arterial roads included in the DC calculation as part of the road project. All other stormwater drainage works are a “local service” and will be the responsibility of the developing landowners to provide.

### **Water Treatment and Wastewater Treatment**

All water and wastewater treatment costs are included in the DC calculation; there is no “local service” requirement.

### **Water Distribution**

Former City Municipal Boundary Areas - The DC calculation includes all watermains equal to or greater than 400 mm, with the exception of a few smaller watermains as listed in this study; all other watermains are a “local service”. The DC calculation includes booster pumping stations and water storage projects as listed in this study; any other projects determined to be required for a development to proceed would be a “local service”.

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Salem & Hewitt's Secondary Plan Areas - The DC calculation includes all watermains equal or greater than 400 mm, with the exception of a few smaller watermains as listed in this study. The DC calculation includes booster pumping stations and water storage projects as listed in this study; any other water distribution projects determined to be required for a development to proceed would be a "local service".

### **Wastewater Collection**

Former City Municipal Boundary Areas – The DC calculation intent is to include wastewater mains which are equal to or greater than 450 mm. The single project identified in this study is an exception with respect to this sizing principle; all other wastewater mains are a "local service".

Salem & Hewitt's Secondary Plan Areas – The DC calculation includes all wastewater mains equal to or greater than 450 mm, with the exception of a few smaller wastewater mains as listed in this study. The DC calculation includes wastewater pumping stations and forcemains as listed in this study; any other wastewater collection projects determined to be required for a development to proceed would be a "local service".

### **Parkland Development**

As part of the local service, the developer is required to undertake preparation of the park, including retaining necessary consultants to prepare design, grading and planting plans for the park prior to the approval of the development. The developer is required to provide topsoil stripping and stockpiling, undertake rough grading, siltation and sediment control fencing, electrical, municipal water, sanitary and storm water servicing to the property boundary of the park, consistent with the approved plans.

In addition, the City may require the developer to construct the entire park facility in accordance with the approved plans, with Development Charges credits being applied against this park construction, where applicable. These park facilities may include park fine grading and drainage works, fencing, asphalt walkways, park lighting, park furniture such as shade structures and benches, topsoil placement, sod and plant material restoration, sports fields, playground equipment and other components listed in the study.





**APPENDIX F**  
**PROPOSED DEVELOPMENT CHARGE BY-LAW**



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BY-LAW NUMBER 2014-XXX

**A By-law of The Corporation of the City  
of Barrie to establish municipal-wide  
development charges for the City of  
Barrie and to repeal By-law 2013-032  
and all amendments thereto.**

**WHEREAS** pursuant to the subsection 2(1) of the *Development Charges Act, 1997*, c.27, a council of a municipality may pass by-laws to pay for increased capital costs required because of increased needs for services arising from development if the development of the land requires certain consents, approvals, amendments, conveyances or an issuance of a building permit;

**AND WHEREAS**, on August XX<sup>th</sup> 2014, the Council of The Corporation of the City of Barrie approved a report entitled "City of Barrie Development Charge Background Study" dated June 6<sup>th</sup>, 2014, as amended which report indicates that the development of land within the City of Barrie will increase the need for services;

**AND WHEREAS** a public meeting has been held before passage of this by-law with notice given and sufficient information made available to the public pursuant to s.12 of the *Development Charges Act, 1997*;

**AND WHEREAS** the Council in adopting General Committee Motion 14-G-XXX on August 12<sup>th</sup>, 2014, directed that development charges be imposed on land under development or redevelopment within the geographical limits of the municipality as provided in this by-law;

**AND WHEREAS** the Council of The Corporation of the City of Barrie deems it expedient to pass such a by-law;

**AND WHEREAS**, on August XX<sup>th</sup> 2014, the Council approved the report entitled "City of Barrie Development Charge Background Study" dated June 6<sup>th</sup>, 2014, as amended, updating its capital budget where appropriate and indicating that it intends that the increase in the need for services to service the anticipated development will be met;

**AND WHEREAS**, on August XX, 2014, the Council determined that no further public meetings were required under section 12 of the *Development Charges Act, 1997*;

**NOW THEREFORE** the Council of The Corporation of the City of Barrie enacts as follows:

## Definitions

1. In this By-law;

“**Act**” means the *Development Charges Act, 1997, S.O. 1997, c. 27*, as amended or superseded;

“**accessory building**” means a building or structure that is naturally and normally incidental to or subordinate in purpose or both, and exclusively devoted to a principal use, building or structure;

“**apartment dwelling unit**” means any residential dwelling unit within a building containing more than four dwelling units where the residential units are connected by an interior corridor;

“**bedroom**” means a room which can be used as sleeping quarters but does not include a kitchen, bathroom, living room or dining room, but does include a den or study;

“**City**” means the Corporation of the City of Barrie;

“**dwelling unit**” means a suite operated as a housekeeping unit used or intended to be used as a domicile by one or more persons and usually containing cooking, eating, living, sleeping and sanitary facilities;

“**Development Charges Act**” means the *Development Charges Act, 1997, S.O. 1997, c. 27*, as amended or superseded;

“**existing industrial building**” 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 or processor of something they manufactured, produced or processed, if the retail sales are at the site where the manufacturing, producing or processing takes place,
- d) office or administrative 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 City of Barrie 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 under section 41 of the Planning Act subsequent to this By-law coming into effect for which full Development Charges were paid; and (B) an Existing Industrial Building shall not include retail warehouses;

**“gross floor area (gfa)”** means the total floor area, measured between the outside or exterior walls or between the outside of exterior walls and the centre line of party walls dividing the building from another building, of all floors above the average level of finished ground adjoining the building at its exterior walls and shall include mezzanines, as defined by the Ontario Building Code. In the case of a non-residential building or structure, or in the case of a mixed-use building or structure in respect of the non-residential portion thereof, the total area of all building floors above grade measured between the outside surfaces of the exterior walls, or between the outside surfaces of exterior walls and the centre line of party walls dividing a non-residential use and a residential use;

**“industrial use”** means lands, buildings or structures or units within such buildings or structures to be developed within an industrial zone and described in the list of uses under the “Industrial” category set out in Section 7-2-1 of the City of Barrie’s Zoning By-law 2009-141, or any successor thereto;

**“institutional use”** means, notwithstanding any other provisions of this By-law, lands, buildings or structures to be developed within an institutional zone as defined or listed as such within the City of Barrie’s Zoning By-law, 2009-141, or any successor thereto, or uses defined or listed as institutional uses within the aforesaid Zoning By-law located in other zones and shall be deemed to include long-term care facilities;

**“local board”** has the meaning set out in Section 1 of the *Development Charges Act*;

**“mixed-use buildings”** means land, buildings or structures used, or designed or intended for use, for a combination of non-residential and residential uses;

**“non profit institution”** means:

- a) a "registered charity" as defined in subsection 248(1) of the *Income Tax Act*, R.S.C. 1985, c. 1 (5th Supp.), as amended;
- b) a corporation that is a non-profit organization for the purposes of paragraph 57(l)(b) of the *Corporations Tax Act*, R.S.O. 1990, c. C.40; or
- c) a "religious organization" as defined in subsection 1(1) of the *Religious Organizations' Lands Act*, R.S.O. 1990, c. R.23;

**“non-residential (or a non-residential use)”** means lands, buildings, or structures, or portions thereof designed, adopted or used for any purpose other than residential use;

**"non-retail uses"** means all non-residential uses other than retail uses and shall include offices;

**"offices"** means lands, buildings or structures used or designed or intended for use for the practice of a profession, the carrying on of a business or occupation or the conduct of a non-profit organization and shall include but not be limited to the office of a physician, lawyer, dentist, architect, engineer, accountant, real estate or insurance agency, veterinarian, surveyor, appraiser, financial institution, contractor, builder, and developer;

**“Ontario Building Code”** means the *Building Code Act*, 1992, S.O. 1992, c.23 as amended or superseded;

**“other multiple dwelling units”** means all dwelling units other than single detached dwelling units, semi-detached dwelling units, and apartment dwelling units;

**“owner”** means the owner of land or a person who has made application for an approval for the development of land;

**“Planning Act”** means the *Planning Act*, R.S.O. 1990, c. P.13, as amended or superseded;

**“residential use”** means lands, buildings, or structures designed or intended to be used as living accommodation for one or more individuals;

**“retail use”** means land, buildings or portions thereof used, designed or intended for use for the purpose of offering foods, wares, merchandise, substances, articles or things for sale directly or providing entertainment to the public and includes the rental of wares, merchandise, substances, article or things and includes offices and storage in connection with or related or ancillary to such retail uses. Retail uses include, but are not limited to: conventional restaurants, fast food restaurants, concert halls, theatres, cinemas, movie houses, automotive fuel stations with or without service facilities, specialty automotive shops, auto repairs, collision services, car or truck washes, auto dealerships, shopping centres, including more than two stores attached and under one ownership, department/discount stores, banks and similar financial institutions, including credit unions (excluding freestanding bank kiosks), warehouse clubs and retail warehouses;

**“school board”** means a board as defined in Section 1(1) of the *Education Act*;

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

**“services”** means services designated in this By-law;

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

## 2. **Designation of Services**

The categories of services for which development charges are imposed under this By-law are as follows:

- (a) Protection
- (b) Roads
- (c) Roads Related
- (d) Transit
- (e) Parking
- (f) Parks and Recreation
- (g) Library Services

- (h) Administration
- (i) Paramedics
- (j) Social Housing
- (k) Water Services – Facilities
- (l) Water Services – Facilities Related Debt
- (m) Wastewater Services – Facilities
- (n) Wastewater Services – Facilities Related Debt
- (o) Water Services – Distribution Systems – Salem & Hewitt’s Secondary Plan Areas
- (p) Wastewater Services – Collection Systems – Salem & Hewitt’s Secondary Plan Areas
- (q) Water Services – Distribution Systems – Former City Municipal Boundary Areas
- (r) Wastewater Services – Collection Systems – Former City Municipal Boundary Areas
- (s) Stormwater Drainage and Control Services – Former City Municipal Boundary Areas

### 3. **Lands Affected**

Where permitted pursuant to the provisions of the *Development Charges Act*, 1997, and not otherwise prohibited by such Act, or otherwise exempted by the provisions of this By-law, this By-law applies to all land, buildings and structures within the City of Barrie.

### 4. **Approvals for Development**

- (a) Development Charges shall be imposed on all land, buildings or structures that are developed for Residential or Non-Residential Uses if the Development requires:
  - (i) the passing of a Zoning By-law or of an amendment to a Zoning By-law under section 34 of the *Planning Act*;
  - (ii) the approval of a minor variance under section 45 of the *Planning Act*;
  - (iii) a conveyance of land to which a by-law passed under subsection 50(7) of the *Planning Act* applies;
  - (iv) the approval of a plan of subdivision under section 51 of the *Planning Act*;
  - (v) a consent under section 53 of the *Planning Act*;
  - (vi) the approval of a description under section 9 of the *Condominium Act*, S.O. 1998, c. C.19, as amended, or any successor thereof; or
  - (vii) the issuing of a permit under the *Building Code Act* in relation to a building or structure.
- (b) No more than one development charge for each Service designated in section 2.1 shall be imposed upon any land, buildings or structures to which this By-law applies even though two or more of the actions described in section 4(a) are required before the land, buildings or structures can be developed.
- (c) Despite section 4(b), if two or more of the actions described in section 4(a) occur at different times, additional Development Charges shall be imposed if the subsequent action has the effect of increasing the need for services.

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## 5. **Calculation of Development Charges**

- (a) Subject to the provisions of this by-law, development charges against land shall be calculated and collected in accordance with the rates set out in Schedule “B”.
- (b) The development charge with respect to the use of any land, buildings or structures shall be calculated as follows:
  - (i) in the case of residential development or redevelopment, or the residential portion of a mixed use development, based upon the number and type of dwelling units;
  - (ii) in the case of non-residential development or redevelopment, or the non-residential portion of a mixed use development or redevelopment, based on the gross floor area of such development or redevelopment.
- (c) In the event that it is not possible for the Treasurer or his/her designate to determine with sufficient specificity the category of intended use for proposed buildings or structures or units within such buildings or structures thereof for which an application for building permit has been received within an industrial zone as defined within the City of Barrie’s Zoning By-law 2009-141, or any successor thereto, the proposed use shall be deemed to be a non-retail use for purposes of calculation of the development charge. In the event that at the time of the approval for occupancy of such buildings or structures or units within such buildings or structures, it can be determined with sufficient specificity that the use falls within the definition of a use other than a non-retail use as set out in this by-law then the applicant shall be required to pay an additional amount being the difference between the development charges eligible for retail uses and the non-retail use.

## 6. **Timing of Calculation and Payment of Development Charges**

- (a) Subject to the exemptions set out in this By-law or by statute or regulation, development charges shall be calculated and payable in full in money or by provision of services as may be agreed upon, or by credit granted by the *Development Charges Act, 1997* on the date that the first building permit including a conditional permit is issued in relation to a building or structure on land to which a development charge applies with respect to any new or additional gross floor area or any additional dwelling units, or in a manner or at a time otherwise lawfully agreed upon.
- (b) 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.
- (c) Notwithstanding subsections (a) and (b), the payment of development charges may be deferred for any permit or conditional permit that authorizes the construction of only the underground portions of a building.
- (d) Notwithstanding subsections (a), (b) and (c), at the sole and unfettered discretion of the municipality, an owner may enter into an agreement with the municipality,



to provide for the payment in full of a development charge before or after building permit issuance.

- (e) Notwithstanding subsections (a), (b), (c) and (d), a residential development charge with respect to Roads, Water Services - Facilities, Water Services - Facility Related Debt, Wastewater Services - Facilities, Wastewater Services - Facilities Related Debt, Water Services – Distribution Systems – Former City Municipal Boundary Areas (where applicable), Water Services – Distribution Systems – Salem & Hewitt’s Secondary Plan Areas (where applicable), Wastewater Services – Collection Systems – Former City Municipal Boundary Areas (where applicable), Wastewater Services – Collection Systems – Salem & Hewitt’s Secondary Plan Areas (where applicable), as set out in Schedule "B" attached, are payable, with respect to an approval of a plan of subdivision or a severance under section 51 or 53 of the *Planning Act*, immediately upon entering into the subdivision/consent agreement, based upon the number and type of residential lots created, and, in the case of subdivision blocks, based on the maximum zoned capacity of each block pursuant to the City of Barrie’s Zoning By-law 2009-141 as amended or any successor thereto.

## **7. Non-Retail Uses and Retail Uses**

- (a) Notwithstanding any other provision in this By-law, in the case of lands, buildings or structures used, designed or intended to be used for both non-retail and retail uses, the development charges otherwise applicable to such development shall be determined on the following basis:
- (i) as between the non-retail uses and the retail uses, the principal use of the development shall be that use which has the greater gross floor area; and
  - (ii) the development charges applicable to such principal use as determined under subsection (i) shall be applied to the total non-residential gross floor area of the development.

## **8. Indexing of Development Charges**

- (a) The development charges set out in Schedule "B" of this By-law shall be adjusted annually without amendment to this By-law, commencing on January 1, 2015, by the percentage change during the preceding year, as recorded in the Statistics Canada’s Construction Cost Index (non-residential building) (CANSIM table 327-0043), as may be amended or replaced from time to time.

## **9. Multiple Charges**

- (a) Where two or more of the actions as set out in Subsection 2(2) of the *Development Charges Act, 1997* 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.
- (b) Notwithstanding subsection (a), if two or more of the actions set out in Subsection 2(2) of the *Development Charges Act, 1997*, occur at different times, and if the subsequent action has the effect of increasing the need for municipal

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services as designated in this by-law, an additional development charge shall be calculated in accordance with the provisions of this by-law.

**10. Accounting for Development Charges**

- (a) Any development charges paid pursuant to this By-law shall be maintained separately from all other revenues or receipts of the City.
- (b) The Treasurer of the City shall maintain these monies in separate reserve funds as set out in section 2 “Designation of Services” of this By-law for the services identified in this By-law and shall only permit the monies to be expended in accordance with the provisions of s.35 of the *Development Charges Act, 1997*:
- (c) The Treasurer shall provide the Council with an annual statement, on a date directed by the Council, in respect of the reserve funds established under this By-law. This statement shall contain the required information, as set out in s.s.12(1) of O.Reg. 82/98.

**11. Exemptions and Discounts**

- (a) The following designated categories of uses are exempt or discounted from the imposition of development charges otherwise payable under this By-law as noted below:
  - (i) All residential building permits not resulting in the creation of an additional dwelling unit;
  - (ii) No development charge shall be imposed where the only effect of an action referred to in Section 4 of this By-law is to:
    - a. permit an enlargement to an existing dwelling unit;
    - b. permit the creation of one or two additional dwelling units within an existing single detached dwelling; or
    - c. permit one additional dwelling unit in any semi-detached dwelling, a row dwelling or any other existing residential building.
  - (iii) Notwithstanding (ii) (b) above, development charges shall be imposed if the total gross floor area of the additional one or two units exceeds the gross floor area of the existing dwelling unit.
  - (iv) Notwithstanding (ii) (c) above, development charges shall be imposed if the additional unit has a gross floor area greater than:
    - (a.) in the case of a semi-detached or row dwelling, the gross floor area of the existing dwelling unit; and
    - (b.) in the case of any other residential building, the gross floor area of the smallest dwelling unit contained in the said residential building.

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- (v) The exemption to development charges in (ii) above shall only apply to the first instance of intensification in an existing dwelling.
  - (vi) Subject to (iii), (iv) and (v) above, any exemption under (ii) above shall apply to the smallest dwelling unit, as determined by applicable rates under this By-law.
  - (vii) Land owned by and used for the purposes of The Corporation of the City of Barrie, any other municipality, the Simcoe County District School Board, the Simcoe-Muskoka Catholic District School Board (and any other school board defined in section 1(1) of the Education Act), or any local board or commission;
  - (viii) Institutional development of land, buildings or structures for College-related or University-related purposes on lands owned by and used for the purposes of the College or University but does not include student residences;
  - (ix) No development charge shall be imposed on development constituting one or more enlargements of an existing industrial building as defined herein, where attached, up to a maximum of fifty percent (50%) of its gross floor area of the existing industrial building.
    - a. Where a proposed enlargement exceeds fifty percent (50%) of the gross floor area of an existing industrial building, development charges are payable on the amount by which the proposed enlargement exceeds fifty percent (50%) of the gross floor area before the enlargement.
    - b. The cumulative total of the gross floor area previously exempted hereunder shall not be included in the determination of the amount of the exemption applicable to any subsequent enlargement and shall be calculated on the basis of the site as it existed on the date immediately prior to the first exemption hereunder.
    - c. Where a subdivision of the site subsequent to any enlargement previously exempted hereunder results in the existing industrial building being on a lot separate from the development previously, further exemptions, if any, pertaining to the existing industrial building shall be calculated on the basis of the site as it existed on the date immediately prior to the first exemption hereunder.
  - (b) Redevelopment of lands where, by comparison with the land that was improved by occupied structures at any time within 60 months previous to the building permit issuance, no additional dwelling units are being created or additional non-residential gross floor area is added. If a development involves the demolition of and replacement of a building or structure, or the conversion from one principal use to another, the developer shall be allowed a credit equivalent to:
    - (i) the number of dwelling units occupied within the preceding 60 months demolished/converted multiplied by the applicable residential development charge in place at the time the development charge is payable, and/or

- (ii) the gross floor area of the building occupied within the previous 60 months demolished/converted multiplied by the current non-residential development charge in place at the time the development charge is payable. The credit can, in no case, exceed the amount of the development charge that would otherwise be payable;

provided that such amounts shall not exceed, in total, the amount of the Development Charges otherwise payable with respect to the Redevelopment. For greater certainty, any amount of the reductions set out above that exceed the amount of Development Charges otherwise payable with respect to the Redevelopment shall be reduced to zero and shall not be transferred to any other Development or Redevelopment.

- (c) The following designated categories of uses are subject to discounted development charges as noted below:
  - (i) notwithstanding the table of development charges set out in Schedule “B”, development of lands owned by a non-profit institution for institutional uses by the non-profit institution for their own purposes as to 50% of the development charge chargeable;
  - (ii) Notwithstanding the table of development charges set out in Schedule “B”, one accessory building to an existing industrial building be charged \$2.01 per square foot subject to indexing in accordance with Section “6” “Indexing of Development Charges”. The accessory building cannot contain any water or sewage services, must be used for accessory storage only, must contain an accessory use to an existing industrial use in the principal building on the same lot, and cannot exceed 25% of the existing principal building or 500m<sup>2</sup> whichever is less.

## 12. **By-law Registration**

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

## 13. **By-law Administration**

This By-law shall be administered by the Treasurer of The Corporation of the City of Barrie.

## 14. **Short Title**

This By-law may be referred to as the Barrie City-Wide and Area Specific Development Charges By-law.

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**15. Date By-law Effective**

This By-law comes into force on the date following the date of its passage by the Council of the Corporation of the City of Barrie.

**16. Headings**

The headings in this By-law form no part of this By-law and shall be deemed to be inserted for convenience of reference only.

**17. Severability**

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.

**18. Schedules**

The following schedules shall form part of this By-law:

Schedule A	-	Components of Services Designated in Section 2.1
Schedule B	-	Residential and Non-Residential Development Charges
Schedule C	-	Map of Former City Municipal Boundary Areas
Schedule D	-	Map of Salem Secondary Plan Area
Schedule E	-	Map of Hewitt's Secondary Plan Area

**19. By-law 2013-032**

By-law 2013-032 and all amendments thereto are hereby repealed on the date this By-law comes into effect.

**20. Expiry**

This By-law shall expire and be deemed to be repealed on August XX, 2019.

**READ** a first and second time this XX<sup>th</sup> day of August, 2014.

**READ** a third time and finally passed this XX<sup>th</sup> day of August, 2014.

**THE CORPORATION OF THE CITY OF BARRIE**

\_\_\_\_\_  
MAYOR – JEFF LEHMAN

\_\_\_\_\_  
CITY CLERK – DAWN A. MCALPINE

**By-law Number [2014-XXX]  
SCHEDULE A  
COMPONENTS OF SERVICES DESIGNATED IN SECTION 2**

100% Eligible Services - Area Specific – Former City Municipal Boundary Areas

- Stormwater Drainage and Control Services
- Water Services
  - Distributions Systems
- Wastewater Services
  - Collection Systems

100% Eligible Services - Area Specific – Salem & Hewitt's Secondary Plan Areas

- Water Services
  - Distributions Systems
- Wastewater Services
  - Collection Systems

100% Eligible Services - Municipal Wide

- Water Services
  - Facilities
  - Facilities Related Debt
- Wastewater Services
  - Facilities
  - Facilities Related Debt
- Roads
  - Roads
- Roads Related
  - Depots and Domes
  - Roads and Related Vehicles
- Protection
  - Fire Facilities
  - Fire Vehicles
  - Fire Small Equipment and Gear
  - Police Facilities
  - Police Vehicles
  - Police Small Equipment and Gear

90% Eligible Services

- Library Services
  - Public Facilities
  - Library Collection Materials
- Transit
  - Transit Facilities
  - Transit Vehicles
  - Transit Shelters
- Administration
  - Studies
- Parks and Recreation
  - Parkland Development
  - Parks Vehicles and Equipment
  - Recreation Facilities
- Paramedics
  - Paramedics Facilities
  - Paramedics Vehicles
- Parking
  - Parking Spaces
- Social Housing
  - Social Housing Units

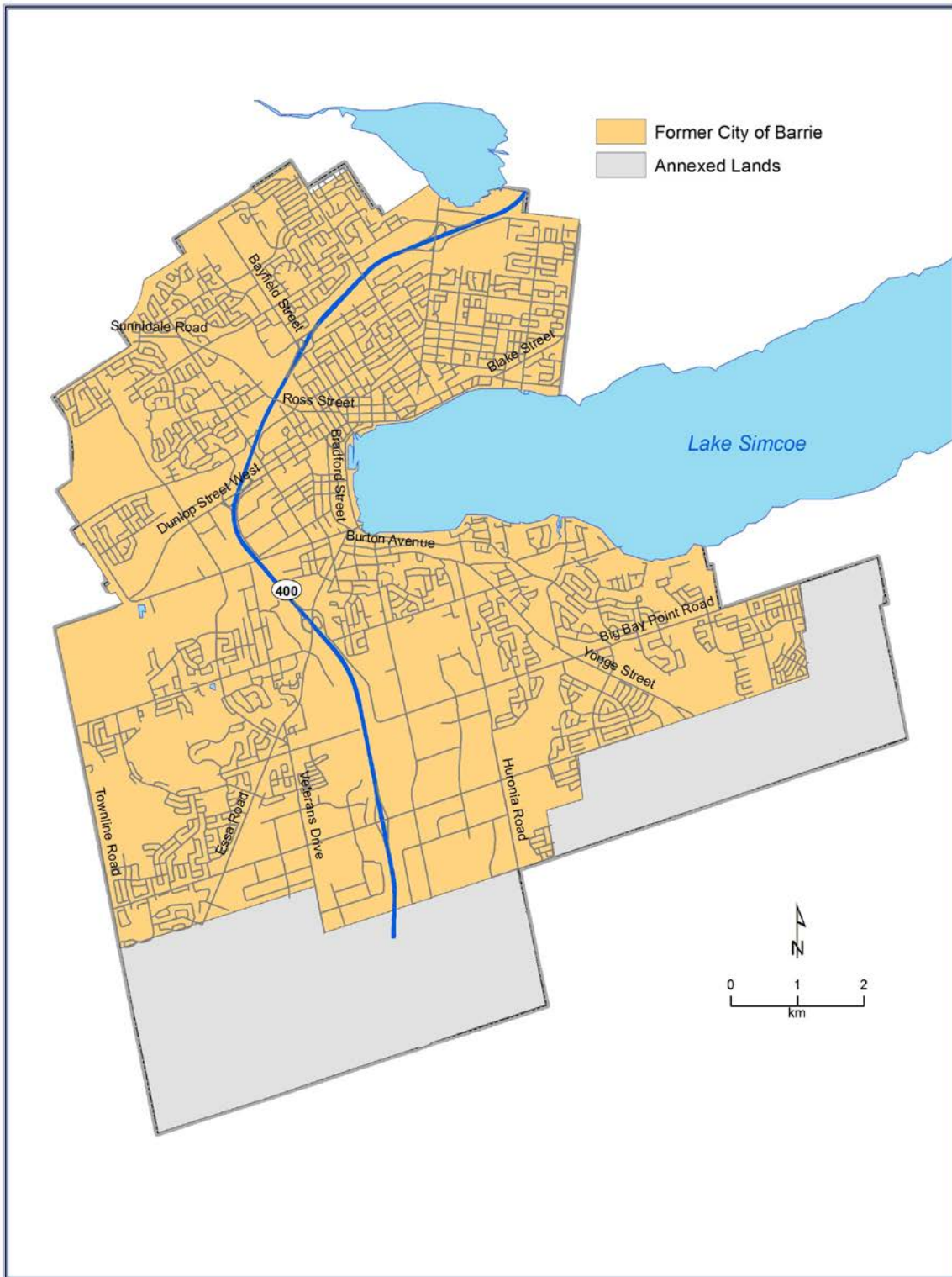
**SCHEDULE "B"**

BY-LAW NO. 2014 - \_\_\_\_\_

**SCHEDULE OF DEVELOPMENT CHARGES**

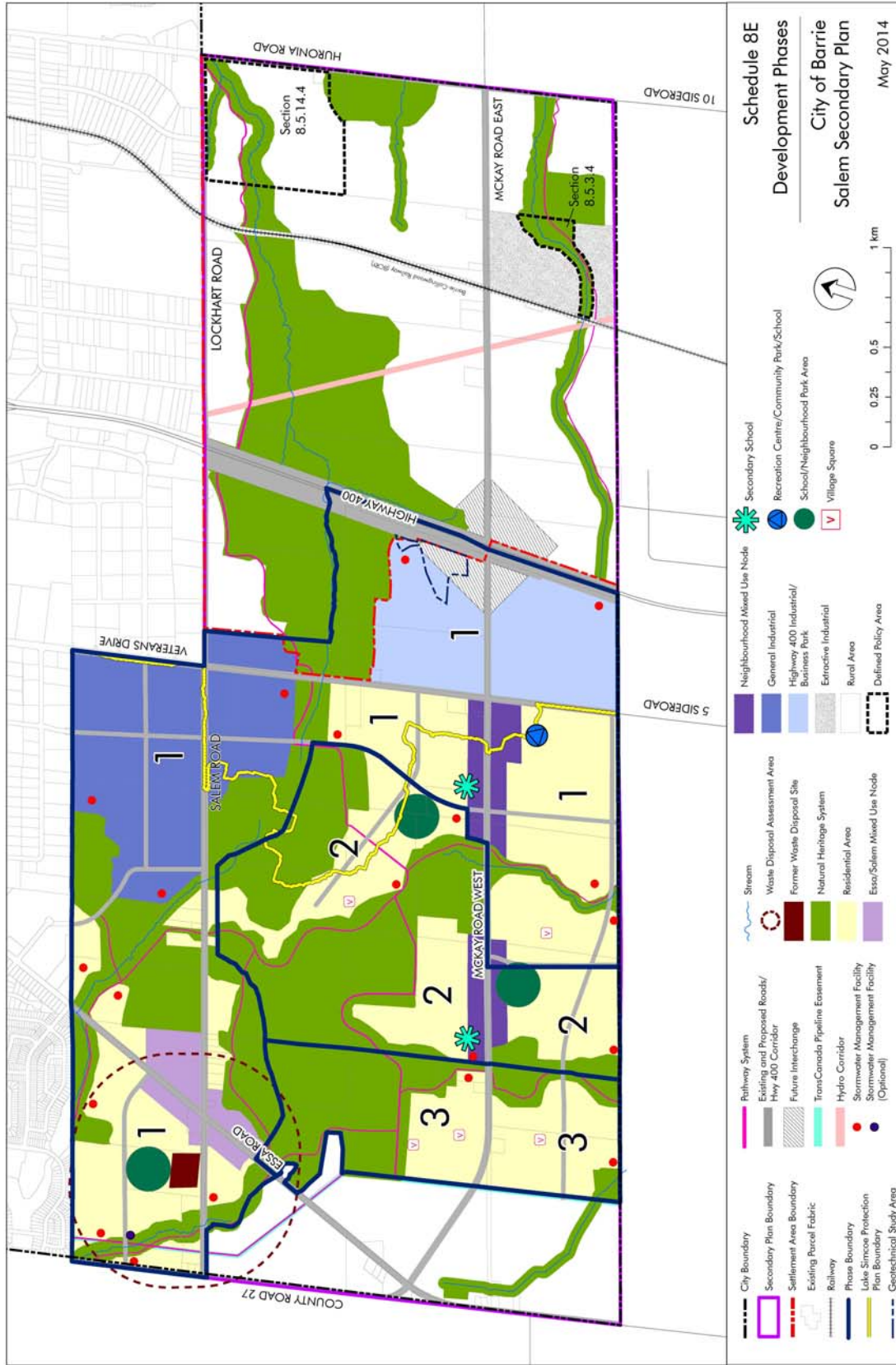
Service	RESIDENTIAL					NON-RESIDENTIAL	
	Single and Semi-Detached Dwelling	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Other Multiples	Retail (per ft <sup>2</sup> of Gross Floor Area)	Non-Retail (per ft <sup>2</sup> of Gross Floor Area)	
<b>Municipal Wide Services:</b>							
Roads	16,185	9,980	7,136	12,100	15.81	10.45	
Roads Related	534	329	235	399	0.52	0.34	
Protection	626	386	276	468	0.42	0.28	
Transit	514	317	227	384	0.33	0.21	
Parking	221	136	97	165	0.14	0.09	
Parks and Recreation	5,357	3,303	2,362	4,005	0.46	0.30	
Library Services	479	295	211	358	0.04	0.03	
Administration	366	226	161	274	0.24	0.16	
Paramedics	69	43	30	52	0.05	0.03	
Social Housing	187	115	82	140	0.00	0.00	
Wastewater Services - Facilities	1,288	794	568	963	0.86	0.56	
Wastewater Services - Facilities Related Debt	3,780	2,331	1,667	2,826	2.52	1.67	
Water Services - Facilities	573	353	253	428	0.38	0.25	
Water Services - Facilities Related Debt	6,502	4,009	2,867	4,861	4.34	2.87	
<b>Total Municipal Wide Services</b>	<b>36,681</b>	<b>22,617</b>	<b>16,172</b>	<b>27,423</b>	<b>26.11</b>	<b>17.25</b>	
<b>Area Specific Services</b>							
<b>Former City Municipal Boundary Areas:</b>							
Stormwater Drainage and Control Services	3,510	2,164	1,548	2,624	1.00	1.20	
Wastewater Services - Collection Systems	1	1	-	1	0.00	0.00	
Water Services - Distribution Systems	667	411	294	499	0.30	0.36	
<b>Total Area Specific Services Former City Municipal Boundary Areas</b>	<b>4,178</b>	<b>2,576</b>	<b>1,842</b>	<b>3,124</b>	<b>1.30</b>	<b>1.56</b>	
<b>Total Services - Former City Municipal Boundary Areas</b>	<b>40,859</b>	<b>25,193</b>	<b>18,014</b>	<b>30,547</b>	<b>27.41</b>	<b>18.81</b>	
<b>Salem &amp; Hewitt's Secondary Plan Areas:</b>							
Wastewater Services - Collection Systems	2,373	1,463	1,046	1,774	1.52	0.94	
Water Services - Distribution Systems	2,460	1,517	1,085	1,839	1.30	0.80	
<b>Total Area Specific Services - Salem &amp; Hewitt's</b>	<b>4,833</b>	<b>2,980</b>	<b>2,131</b>	<b>3,613</b>	<b>2.82</b>	<b>1.74</b>	
<b>Total Services - Salem &amp; Hewitt's Secondary Plan</b>	<b>41,514</b>	<b>25,597</b>	<b>18,303</b>	<b>31,036</b>	<b>28.93</b>	<b>18.99</b>	

### SCHEDULE C FORMER CITY MUNICIPAL BOUNDARY AREAS





# SCHEDULE D SALEM SECONDARY PLAN AREA



# SCHEDULE E HEWITT'S SECONDARY PLAN AREA

