

Development Charges Background Study

Town of Tecumseh

This report consolidates the June 13, 2019 Background Study and Staff Report PBS-2019-26.

August 21, 2019

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On June 13, 2019 the Town of Tecumseh released the 2019 Development Charges Background Study. Subsequent to this, and in conjunction with comments made by the public, the Local Service Policy was revised as per staff report PBS-2019-26.

This consolidated report incorporates the revised wording for the Local Service Policy as per staff report PBS-2019-26. The following revisions to the Local Service Policy were made:

- Page E-8: Section E(2)(b) – Added the words; “and depth of 5 meters or greater”
- Page E-9: End of Local Service Policy – Added the words; “Note: for any and all of the above the Town may facilitate cost sharing agreements.

Note: Staff report PBS-2019-26 is appended at the end of this document.

Other minor refinements related to spelling and grammar have been corrected throughout the report.

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List of Acronyms and Abbreviations

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



Executive Summary



Executive Summary

1. The report provided herein represents the Development Charges (D.C.) Background Study for the Town of Tecumseh required by the *Development Charges Act, 1997*, as amended (D.C.A.). This report has been prepared in accordance with the methodology required under the D.C.A. The contents include the following:
 - Chapter 1 – Overview of the legislative requirements of the Act;
 - Chapter 2 – Review of present D.C. policies of the Town;
 - Chapter 3 – Summary of the residential and non-residential growth forecasts for the Town;
 - Chapter 4 – Approach to calculating the D.C.;
 - Chapter 5 – Review of historical service standards and identification of future capital requirements to service growth and related deductions and allocations;
 - Chapter 6 – Calculation of the D.C.s;
 - Chapter 7 – D.C. policy recommendations and rules; and
 - Chapter 8 – By-law implementation.

2. D.C.s provide for the recovery of growth-related capital expenditures from new development. The D.C.A. is the statutory basis to recover these charges. The methodology is detailed in Chapter 4; a simplified summary is provided below:
 - 1) Identify amount, type and location of growth;
 - 2) Identify servicing needs to accommodate growth;
 - 3) Identify capital costs to provide services to meet the needs;
 - 4) Deduct:
 - Grants, subsidies and other contributions;
 - Benefit to existing development;
 - Statutory 10% deduction (soft services);
 - Amounts in excess of 10-year historical service calculation;
 - D.C. reserve funds (where applicable);



- 5) Net costs are then allocated between residential and non-residential benefit; and
 - 6) Net costs divided by growth to provide the development charge.
3. A number of changes to the D.C. process need to be addressed as a result of the “*Smart Growth for our Communities Act, 2015*” (Bill 73). These changes have been incorporated throughout the report and in the updated draft by-law, as necessary. These items include:
- a. Area-rating: Council must consider the use of area-specific charges.
 - b. Asset Management Plan for New Infrastructure: The D.C. background study must include an asset management plan that deals with all assets proposed to be funded, in whole or in part, by D.C.s. The asset management plan must show that the assets are financially sustainable over their full lifecycle.
 - c. 60-day Circulation Period: The D.C. background study must be released to the public at least 60-days prior to passage of the D.C. by-law.
 - d. Timing of Collection of Development Charges: The D.C.A. now requires D.C.s to be collected at the time of the first building permit.
4. The growth forecast (Chapter 3) on which the Town-wide D.C. is based, projects the following population, housing and non-residential floor area for the 10-year (2019 to 2028), 20-year (2019-2038), Town-wide buildout (water), and Urban-area buildout (wastewater) periods.

Measure	10 Year 2019-2028	20 Year 2019-2038	Buildout 2019-Buildout - Water	Urban Buildout 2019-Buildout - Wastewater
(Net) Population Increase	1,728	6,875	24,305	24,980
Residential Unit Increase	1,351	3,500	11,457	11,400
Non-Residential Gross Floor Area Increase (sq.ft.)	802,800	2,541,800	8,564,600	8,564,600

Source: Watson & Associates Economists Ltd. Forecast 2019

Note: buildout population derived from Tecumseh Water and Wastewater Master Plan, 2018 update



5. The Town of Tecumseh passed By-law 2014-68 effective September 1, 2014 under the D.C.A. The by-law imposes D.C.s on residential and non-residential uses. This by-law will expire on August 31, 2019. The Town is undertaking a D.C. public process and anticipates passing a new by-law in advance of the expiry date. The mandatory public meeting has been set for July 9, 2019 with adoption of the by-law on August 13, 2019.
6. The Town's D.C.s currently in effect are \$13,936 for single-detached dwelling units for full services (including urban-area charges). Non-residential charges are \$4.27 per square foot for full services (including urban-area charges). This report has undertaken a recalculation of the charge based on future identified needs (presented in Schedule ES-1 for residential and non-residential). Charges have been provided on a Town-wide basis for all services except wastewater services, which are provided on an urban-area basis. The corresponding single-detached unit charge for full services is \$17,472. The non-residential charge for full services is \$6.72 per square foot of building area. These rates are submitted to Council for its consideration.
7. The D.C.A. requires a summary be provided of the gross capital costs and the net costs to be recovered over the life of the by-law. This calculation is provided by service and is presented in Table 6-6. A summary of these costs is provided below:

Total gross expenditures planned over the next five years	\$ 36,173,200
Less:	
Benefit to existing development	\$ 8,240,967
Post planning period benefit	\$ 12,000
Ineligible re: Level of Service	\$ -
Mandatory 10% deduction for certain services	\$ 402,281
Grants, subsidies and other contributions	\$ 700,000
Net Costs to be recovered from development charges	\$ 26,817,952

This suggests that for the non-D.C. cost over the five-year D.C. by-law (benefit to existing development, mandatory 10% deduction, and the grants, subsidies and other contributions), \$9.36 million (or an annual amount of \$1.87 million) will need to be contributed from taxes and rates, or other sources. With respect to the post-period benefit amount of \$12,000, it will be included in subsequent D.C. study updates to reflect the portion of capital that benefits growth outside of the D.C. forecasts.



Based on the above table, the Town plans to spend \$36.17 million over the next five years, of which \$26.82 million (74%) is recoverable from D.C.s. Of this net amount, \$20.08 million is recoverable from residential development and \$6.74 million from non-residential development. It is noted also that any exemptions or reductions in the charges would reduce this recovery further.

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

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

- Wastewater Services.

The following services are calculated based on a Town-wide buildout forecast:

- Water Services.

The following services are calculated based on a 20-year forecast:

- Services Related to a Highway (including Public Works Facilities, Fleet & Equipment);
- Police Services; and
- Fire Protection Services.

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

- Outdoor Recreation Services;
- Indoor Recreation Services;
- Library Services; and
- Administration Studies.

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 D.C. by-law which is appended in Appendix G. These decisions may include:

- adopting the charges and policies recommended herein;
- considering additional exemptions 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	Other Multiples	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Special Care/Special Dwelling Units	(per sq.ft. of Gross Floor Area)
Municipal Wide Services:						
Services Related to a Highway	5,653	3,604	3,152	2,436	2,036	2.79
Fire Protection Services	294	187	164	127	106	0.14
Police Services	135	86	75	58	49	0.07
Indoor and Outdoor Recreation Services	4,045	2,579	2,256	1,743	1,457	0.29
Library Services	143	91	80	62	52	0.01
Administration Studies - Engineering-related	1,030	657	574	444	371	0.65
Administration Studies - Community Benefit-related	99	63	55	43	36	0.06
Water Services	1,502	958	838	647	541	0.70
Total Municipal Wide Services	12,901	8,225	7,194	5,560	4,648	4.71
Urban Services						
Wastewater Services	4,571	2,914	2,549	1,970	1,646	2.01
Total Urban Services	4,571	2,914	2,549	1,970	1,646	2.01
GRAND TOTAL RURAL AREA	12,901	8,225	7,194	5,560	4,648	4.71
GRAND TOTAL URBAN AREA	17,472	11,139	9,743	7,530	6,294	6.72



Report



Chapter 1

Introduction



1. Introduction

1.1 Purpose of this Document

This background study has been prepared pursuant to the requirements of the *Development Charges Act, 1997, as amended* (D.C.A.) (section 10) and, accordingly, recommends new development charges (D.C.s) and policies for the Town of Tecumseh.

The Town retained Watson & Associates Economists Ltd. (Watson), to undertake the D.C. study process from December 2018 to August of 2019. Watson worked with Town staff in preparing the D.C. analysis and policy recommendations.

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

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

In addition, the report is designed to set out sufficient background on the legislation (Chapter 4), Tecumseh's current D.C. policies (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 D.C. is provided herein.



1.2 Summary of the Process

The public meeting required under section 12 of the D.C.A., has been scheduled for July 9, 2019. Its purpose is to present the study to the public and to solicit public input. The meeting is also being held to answer any questions regarding the study's purpose, methodology and the proposed modifications to the Town's D.C.s.

In accordance with the legislation, the background study and proposed D.C. by-law will be available for public review on June 13, 2019.

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 D.C. by-law adoption process.

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

1. Data collection, staff review, D.C. calculations, and policy work	December 2018 to May 2019
2. Council Workshop	June 4, 2019
3. Background study and proposed by-law available to public	June 13, 2019
4. Public meeting advertisement placed in newspaper(s)	June 13, 2019 (Essex Free Press) June 14, 2019 (Shoreline)
5. Public meeting of Council	July 9, 2019
6. Council considers adoption of background study and passage of by-law	August 13, 2019
7. Newspaper notice given of by-law passage	By 20 days after passage
8. Last day for by-law appeal	40 days after passage
9. Town makes pamphlet available (where by-law not appealed)	By 60 days after in force date



1.3 Changes to the D.C.A.: Bill 73 – Smart Growth for our Communities Act, 2015

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

1.3.1 Area Rating

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

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

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

1.3.2 Asset Management Plan for New Infrastructure

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



examination may include both qualitative and quantitative measures such as examining the annual future lifecycle contributions needs (discussed further in Appendix F of this report).

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

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

This D.C. study is being provided to the public on June 13, 2019 to ensure the new timing requirement for release of the study is met.

1.3.4 Timing of Collection of D.C.s

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

1.3.5 Other Changes

It is also noted that a number of other changes were made through Bill 73 and O.Reg. 428/15 including changes to the way in which Transit D.C. service standards are calculated, the inclusion of Waste Diversion and the ability for collection of additional levies. As Transit and Waste Diversion have not been included in the D.C., these sections do not impact the Town's D.C. With respect to the collection of additional levies, the Town has updated the Local Service Policy (provided in Appendix E).



1.4 Proposed Changes to the D.C.A.: Bill 108 – An Act to Amend Various Statutes with Respect to Housing, Other Development and Various Other Matters

On May 2, 2019, the Province introduced Bill 108 which proposes changes to the D.C.A. The Bill has been introduced as part of the Province's "*More Homes, More Choice: Ontario's Housing Supply Action Plan*". The Bill received Royal Assent on June 6, 2019, however, a number of schedules in the Bill do not come into force until the date of proclamation. As of the date of this report, no scheduled timeline for proclamation has been provided. Draft regulations for this Bill are anticipated to be released over the next month and the Province will be considering feedback on the draft regulations before proclamation.

The Act proposes that any D.C. by-laws passed after May 2, 2019 will be affected by these proposed changes. Any by-laws which were passed prior to this date will remain in effect until it is either repealed or expires. A summary of the proposed changes to the D.C.A. is provided below:

Changes to Eligible Services – the Bill will remove "Soft Services" from the D.C.A. These services will be considered as part of a new Community Benefit Charge (discussed below) imposed under the *Planning Act*. Eligible services which will remain under the D.C.A. are as follows:

- Water supply services, including distribution and treatment services;
- Wastewater services, including sewers and treatment services;
- Storm water drainage and control services;
- Services related to a highway as defined in subsection 1 (1) of the *Municipal Act, 2001* or subsection 3 (1) of the *City of Toronto Act, 2006*, as the case may be;
- Electrical power services;
- Policing services;
- Fire protection services;
- Toronto-York subway extension, as defined in subsection 5.1 (1) of the D.C.A.;
- Transit services other than the Toronto-York subway extension;
- Waste diversion services;
- Ambulance services; and
- Other services as prescribed.

Waste Diversion – the Bill will remove the mandatory 10% deduction for this service.



Payment in Installments over Five Years – the Bill proposes that Rental Housing and Commercial/Industrial/Institutional developments pay their development charges in six equal annual payments commencing the earlier of the date of issuance of a building permit or occupancy. Non-Profit Housing will pay their development charges in 21 equal annual installments. If payments are not made, interest may be charged (at a prescribed rate) and may be added to the property and collected as taxes.

When D.C. Amount is Determined – the Bill proposes that the D.C. amount for all developments proceeding by Site Plan or requiring a zoning amendment, shall be determined based on the D.C. rates in effect on the day of the application for Site Plan or zoning amendment. If the development is not proceeding via these planning approvals then the amount is determined the earlier of the date of issuance of a building permit or occupancy.

Soft Services to be Included in a new Community Benefit Charge under the Planning Act – it is proposed that a municipality may by by-law impose community benefits charges against land to pay for the capital costs of facilities, services and matters required because of development or redevelopment in the area to which the by-law applies. These services may not include services authorized by the D.C.A. Various provisions are provided as follows:

- Before passing a community benefits charge by-law, the municipality shall prepare a community benefits charge strategy that:
 - (a) identifies the facilities, services and matters that will be funded with community benefits charges
 - (b) complies with any prescribed requirements;
- The amount of a community benefits charge payable shall not exceed an amount equal to the prescribed percentage of the value of the land as of the valuation date;
- The valuation date is the day before building permit issuance;
- Valuations will be based on appraised value of land. Various requirements are set out in this regard;
- All money received by the municipality under a community benefits charge by-law shall be paid into a special account;
- In each calendar year, a municipality shall spend or allocate at least 60 percent of the monies that are in the special account at the beginning of the year;
- Requirements for annual reporting shall be prescribed; and
- Transitional provisions are set out regarding the D.C. reserve funds and D.C. credits



Chapter 2

Current Town of Tecumseh Policy



2. Current Town of Tecumseh Policy

2.1 Schedule of Charges

Effective September 1, 2014, the Town of Tecumseh passed By-law 2014-68 under the D.C.A. The by-law imposes D.C.s on residential and non-residential uses. This by-law will expire on August 31, 2019. The Town is undertaking a D.C. public process and anticipates passing a new by-law in advance of the expiry date. The mandatory public meeting has been set for July 9, 2019 with adoption of the by-law on August 13, 2019.

The table below provides the rates currently in effect, as at June 1, 2019.

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

Service	Residential					Non-Residential
	Single & Semi Detached	Multiples	Apartments with >= 2 Bedrooms	Apartments with < 2 Bedrooms	Special Care/Special Dwellings	per sq.ft.
Town-wide Services						
Roads and Related	2,318	1,438	1,236	937	800	1.09
Fire Protection Services	354	219	187	142	121	0.16
Police Services	144	89	76	59	49	0.07
Outdoor Recreation Services	2,069	1,284	1,102	836	712	0.08
Indoor Recreation Services	2,182	1,355	1,165	883	752	0.08
Library Services	201	125	108	80	70	0.01
Administration Studies	742	460	395	300	256	0.28
Water Services	1,535	953	817	620	528	0.66
Total Town-wide Services	9,545	5,923	5,086	3,857	3,288	2.43
Urban-area Services						
Wastewater Services	4,391	2,727	2,341	1,775	1,514	1.84
Sub-total Urban-area	4,391	2,727	2,341	1,775	1,514	1.84
Grand Total Urban-area	13,936	8,650	7,427	5,632	4,802	4.27

2.2 Services Covered

The following services are covered under By-law 2014-68:

- Roads and Related;
- Fire Protection;
- Police Services;
- Outdoor Recreation;
- Indoor Recreation;
- Library;



- Administration;
- Water; and
- Wastewater.

2.3 Timing of D.C. Calculation and Payment

D.C.s are payable at the time of building permit issuance and are collected by the Town of Tecumseh Building Department.

2.4 Indexing

Rates shall be indexed on the anniversary date of the D.C. by-law (every August) by the percentage change recorded in the average annual Non-Residential Building Construction Price Index produced by Statistics Canada.

2.5 Redevelopment Allowance

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

- (a) in the case of a residential building or structure, or in the case of a mixed-use building or structure, the residential uses in the mixed-use building or structure, an amount calculated by multiplying the applicable D.C. by the number, according to type, of dwelling units that have been or will be demolished or converted to another principal use; and
- (b) in the case of a non-residential building or structure or, in the case of mixed-use building or structure, the non-residential uses in the mixed-use building or structure, an amount calculated by multiplying the applicable D.C.s by the gross floor area that has been or will be demolished or converted to another principal use;



provided that such amounts shall not exceed, in total, the amount of the D.C.s otherwise payable with respect to the redevelopment.

2.6 Exemptions

By-law 2014-68 provides discretionary exemptions for non-residential farm buildings constructed for farming uses.



Chapter 3

Anticipated Development in the Town of Tecumseh



3. Anticipated Development in the Town of Tecumseh

3.1 Requirement of the Act

The growth forecast contained in this chapter (with supplemental tables in Appendix A) provides for the anticipated development for which the Town of Tecumseh will be required to provide services, over a 10-year (mid-2019 to mid-2029), 20-year (mid 2019 to mid-2039), and buildout (water and wastewater capacity) time horizons.

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

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

The D.C. growth forecast has been derived from the County of Essex Official Plan, adopted in February 2014 alongside the 2014 D.C growth forecast. In preparing the 2019 D.C. growth forecast, the following additional information sources were consulted to further assess the residential and non-residential development potential for the Town of Tecumseh over the forecast period, including:

- Discussions with Town staff regarding the anticipated amount, type, location and rate of residential and non-residential development within the Town;
- 2006, 2011 and 2016 population, household and employment Census data;
- 2006, 2011 and 2016 Census commuting and employment data;
- Historical residential and non-residential building permit data over the 2009 to 2018 period;
- A review of planned, and anticipated residential development within the Town (Appendix A, Schedule 6);



- Town of Tecumseh 2014 Development Charges Background Study¹; and
- Tecumseh Water and Wastewater Master Plan, 2018² population update of 47,756.

3.3 Summary of Growth Forecast

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

As identified in Table 3-1 and Appendix A, Schedule 1, the Town's population is anticipated to reach approximately 25,180 by mid-2029, 30,330 by mid-2039, and 47,760 by buildout, resulting in an increase of 1,730, 6,880 and 24,310 persons, respectively, over the 10-year, 20-year and buildout forecast periods.³

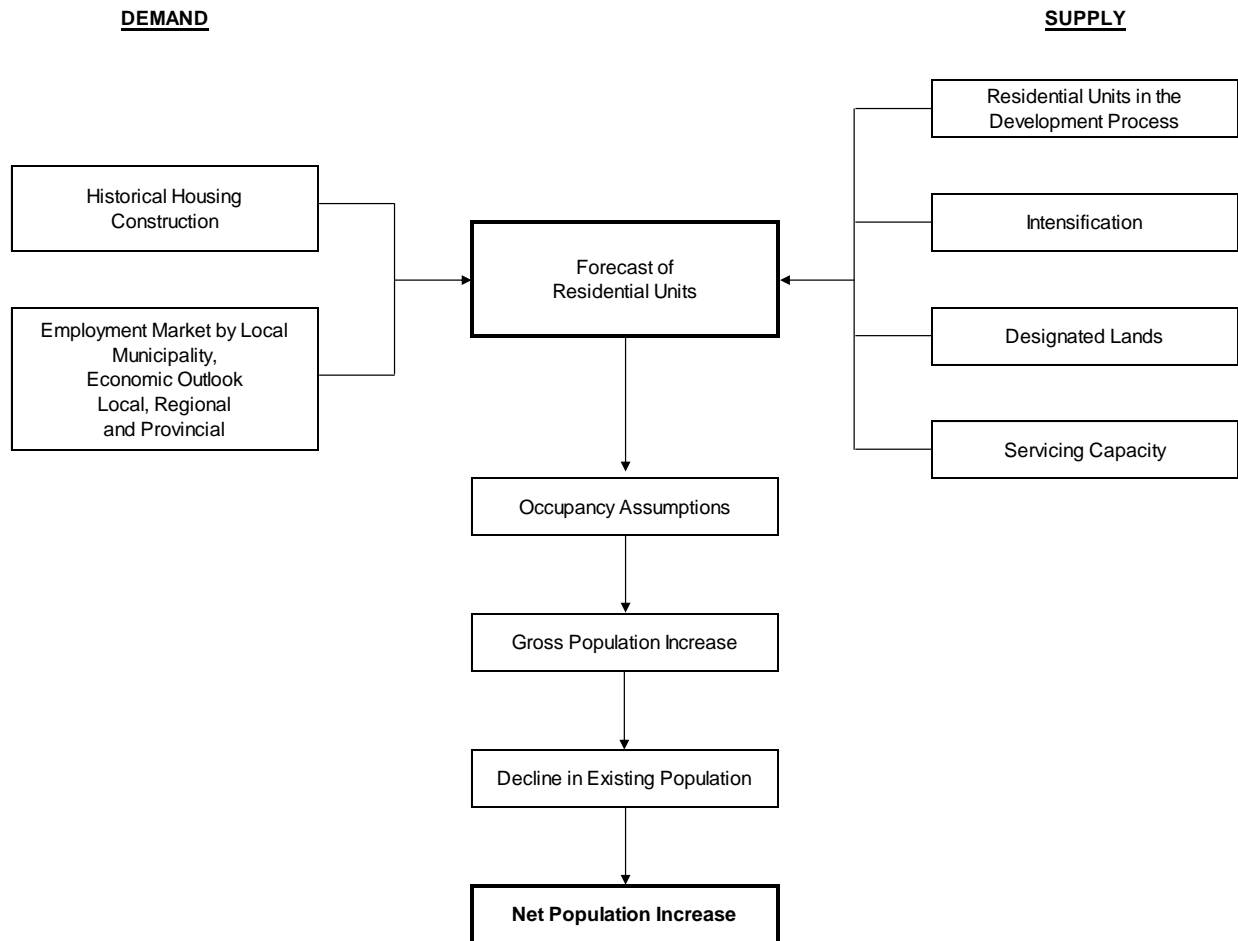
¹ Town of Tecumseh 2014 Development Charge Background Study, prepared by the Town of Tecumseh and Watson & Associates Economists Ltd., July 21, 2014.

² Updated buildout derived from Town of Tecumseh 2018 Water and Wastewater Master Plan Update, CIMA Canada Inc., updated 2018 population of 47,756.

³ The population figures used in the calculation of the 2019 D.C. exclude the net Census undercount, which is estimated at approximately 2.8%.



Figure 3-1
Population and Household Forecast Model





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

Year	Population (Including Census Undercount) ¹	Excluding Census Undercount			Housing Units					Person Per Unit (P.P.U.): Total Population/ Total Households	
		Population	Institutional Population	Population Excluding Institutional Population	Singles & Semi- Detached	Multiple Dwellings ²	Apartments ³	Other	Total Households		
Historical	Mid 2006	24,900	24,224	29	24,195	7,460	520	515	0	8,495	2.852
	Mid 2011	24,270	23,610	210	23,400	7,565	507	579	6	8,657	2.727
	Mid 2016	23,880	23,229	194	23,035	7,655	515	710	5	8,885	2.614
Forecast	Mid 2019	24,110	23,451	197	23,254	7,769	581	792	5	9,147	2.564
	Mid 2029	25,880	25,179	212	24,967	8,500	787	1,206	5	10,497	2.399
	Mid 2039	31,180	30,326	251	30,075	10,225	1,161	1,256	5	12,648	2.398
	Buildout	49,093	47,756	305	47,451	16,033	3,196	1,370	5	20,603	2.318
Incremental	Mid 2006 - Mid 2011	-630	-614	181	-795	105	-13	64	6	162	
	Mid 2011 - Mid 2016	-390	-381	-16	-365	90	8	131	-1	228	
	Mid 2016 - Mid 2019	230	222	3	219	114	66	82	0	262	
	Mid 2019 - Mid 2029	1,770	1,728	15	1,713	731	206	414	0	1,350	
	Mid 2019 - Mid 2039	7,070	6,875	54	6,821	2,456	580	464	0	3,501	
	Mid 2019 - Buildout	24,983	24,305	108	24,197	8,264	2,615	578	0	11,456	

Derived from the County of Essex Official Plan, Adopted February 19, 2014 forecast for the Town of Tecumseh by Watson & Associates Economists Ltd., 2019. Buildout population derived from Tecumseh Water and Wastewater Master Plan, 2018 update of 47,756.

¹ Census undercount estimated at approximately 2.8%. Note: Population including the undercount has been rounded.

² Includes townhouses and apartments in duplexes.

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



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

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

- The housing unit mix for the Town has been derived from a detailed review of historical development activity (as per Schedule 7), a review of active residential development potential applications (as per Schedule 6), and discussions with Town staff.
- In accordance with the above, the 2019 to 2029 household growth forecast is comprised of a unit mix of 54% low density (single-detached and semi-detached), 15% medium density (multiples except apartments) and 31% high density (bachelor, 1-bedroom and 2-bedroom apartments).

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

- Schedule 2 summarizes the anticipated amount, type and location of development for the Town of Tecumseh.
- In accordance with forecast demand, as well as available land supply on urban and rural lands, the percentage of forecast housing growth between 2019 and 2029 by development location is summarized below.

Development Location	Total Households	Percentage Housing Growth, 2019-2029
Urban	1,328	98%
<i>Rural</i>	22	2%
Total	1,350	100%

3. Planning Period

- Short and longer-term time horizons are required for the D.C. process. The D.C.A. limits the planning horizon for certain services, such as parks, recreation and libraries, to a 10-year planning horizon. Services related to a highway, public works, fire, water and wastewater services can utilize a longer planning period.



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

- Over the 2019 to 2029 forecast period, the Town is anticipated to average approximately 135 new housing units per year. From 2019 to 2039 forecast period, the Town is anticipated to average 175 units per year.
- The institutional population¹ is anticipated to grow by 15 persons between mid-2019 to mid-2029.
- Population in new units is derived from Schedules 3, 4a, 4b and 5, which incorporate historical development activity, anticipated units (see unit mix discussion) and average persons per unit (P.P.U.) by dwelling type for new units.¹
- Schedules 8a and 8b summarize the P.P.U. for the new housing units by age and type of dwelling based on a 2016 custom Census data. The total calculated P.P.U. for all density types has been downwardly adjusted to account for historical P.P.U. trends which have been recently experienced in both new and older units. Forecasted 20-year average P.P.U.s by dwelling type are as follows:
 - Low density: 3.054
 - Medium density: 1.947
 - High density²: 1.594

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

- Existing households for 2019 are based on the 2016 Census households, plus estimated residential units constructed between mid-2016 and mid-2019 assuming a 6-month lag between construction and occupancy (see Schedule 3).
- The decline in average occupancy levels for existing housing units is calculated in Schedules 3 through 5, by aging the existing population over the forecast period. The forecast population decline in existing households over the 2019 to 2029 forecast period is approximately 1,580.

¹ Institutional includes special care facilities such as nursing home or residences for senior citizens. A P.P.U. of 1.100 depicts 1-bedroom and 2 or more bedroom units in these special care facilities.

² Includes bachelor, 1-bedroom and 2 or more bedroom apartments



6. Employment (Appendix A, Schedules 10a, 10b and 11)

- 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.
- 2016 employment data¹ (place of work) for the Town of Tecumseh is outlined in Schedule 10a. The 2016 employment base is comprised of the following sectors:
 - 100 primary (1%);
 - 570 work at home employment (4%);
 - 8,500 industrial (59%);
 - 3,770 commercial/population related (26%); and
 - 1,500 institutional (10%).
- 2016 employment by usual place of work, including work at home, is estimated at 14,440.
- Total employment for the Town of Tecumseh is anticipated to reach approximately 15,460 by 2029, 17,800 by 2039 and 25,090 by buildout. This represents an employment increase of 890 for the 10-year forecast period, and 3,220 to 2039 and 10,510 for the buildout forecast period.
- Schedule 10b, Appendix A, summarizes the employment forecast, excluding work at home employment, which is the basis for the D.C. employment forecast. The impact on municipal services from work at home employees has already been included in the population forecast. Furthermore, since these employees work at home, they cannot be captured in the non-residential gross floor area (G.F.A.) calculation.
- Total employment for the Town of Tecumseh (excluding work at home) is anticipated to reach approximately 14,820 by 2029, 16,760 by 2039 and

¹ 2016 employment is based on Statistics Canada 2016 Place of Work Employment dataset by Watson & Associates Economists Ltd.



23,430 by buildout. This represents an employment increase of approximately 820 by 2029, 2,760 by 2039 and 9,430 by buildout.

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

- Square footage estimates were calculated in Schedule 10b based on the following employee density assumptions:
 - 1,300 sq.ft. per employee for industrial;
 - 550 sq.ft. per employee for commercial/population-related; and
 - 700 sq.ft. per employee for institutional employment.
- The Town-wide incremental Gross Floor Area (G.F.A.) increase is anticipated to be 802,800 sq.ft. over the 10-year forecast period, 2,541,800 over the 20-year forecast period and 8,564,600 sq.ft. over the buildout time horizon.
- In terms of percentage growth, the 2019 to 2029 incremental G.F.A. forecast by sector is broken down as follows:
 1. industrial – 71%;
 2. commercial/population-related – 20%; and
 3. institutional – 9%.

8. Geographic Location of Non-Residential Development

- In accordance with forecast demand and available land supply, 100% of future non-residential growth is anticipated to occur within the Town's urban boundary.



Chapter 4

The Approach to the Calculation of the Charge



4. The Approach to the Calculation of the Charge

4.1 Introduction

This chapter addresses the requirements of subsection 5 (1) of the D.C.A. with respect to the establishment of the need for service which underpins the D.C. calculation. These requirements are illustrated schematically in Figure 4-1.

4.2 Services Potentially Involved

Table 4-1 lists the full range of municipal service categories which may be provided by a municipality.

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

4.3 Increase in the Need for Service

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



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

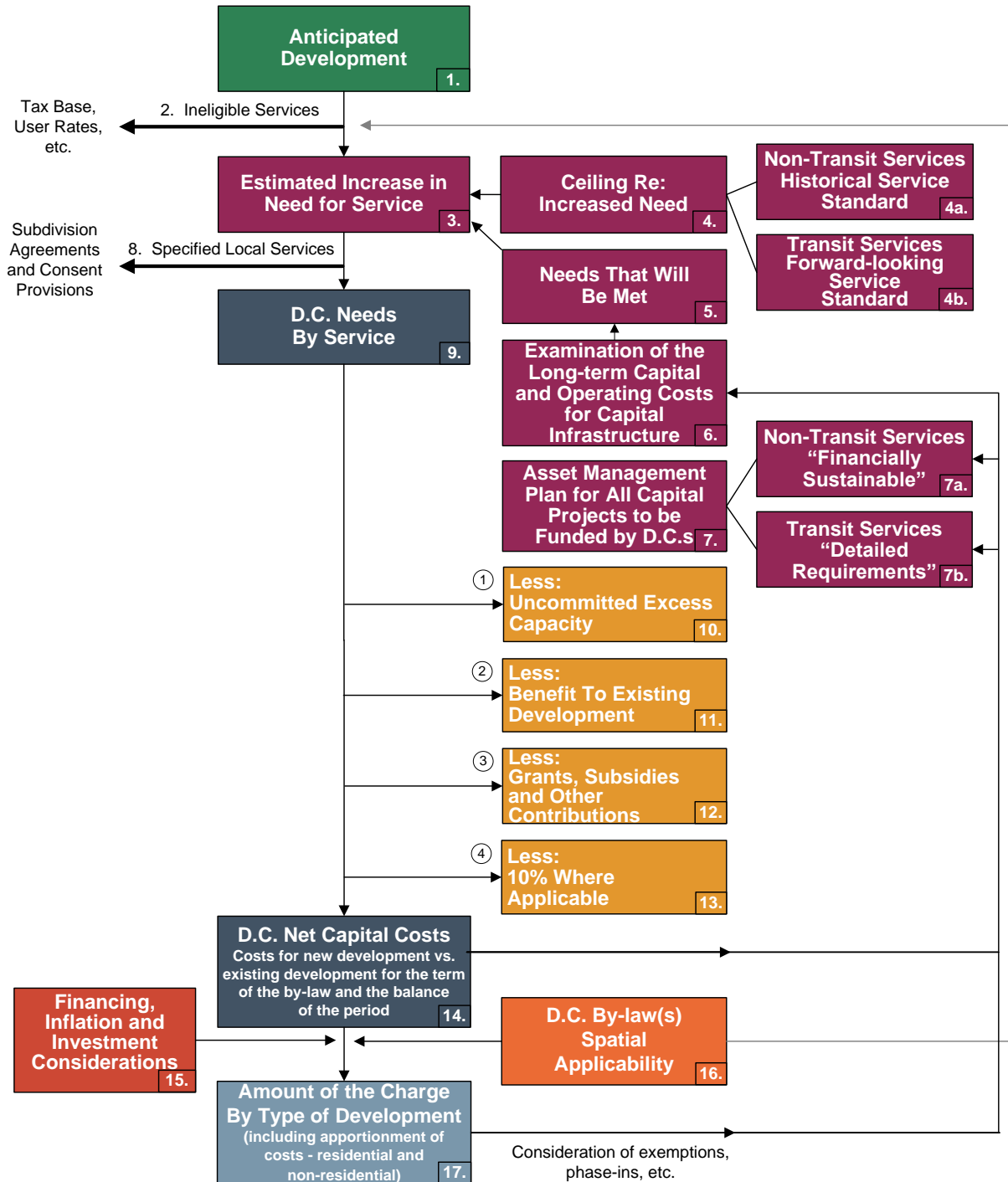




Table 4-1
Categories of Municipal Services to be Addressed as Part of the Calculation

Eligibility for Inclusion in the D.C. Calculation	Description
Yes	Municipality provides the service – service has been included in the D.C. calculation.
No	Municipality provides the service – service has not been included in the D.C. calculation.
Ineligible	Service is ineligible for inclusion in the D.C. calculation.

Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery %
1. Services Related to a Highway	Yes	1.1 Arterial roads	100
	Yes	1.2 Collector roads	100
	Yes	1.3 Bridges, Culverts and Roundabouts	100
	No	1.4 Local municipal roads	0
	Yes	1.5 Traffic signals	100
	Yes	1.6 Sidewalks and streetlights	100
	Yes	1.7 Active Transportation	100
2. Other Transportation Services	No	2.1 Transit vehicles ¹ & facilities	100
	No	2.2 Other transit infrastructure	100
	n/a	2.3 Municipal parking spaces - indoor	90
	No	2.4 Municipal parking spaces - outdoor	90
	Yes	2.5 Works Yards	100
	Yes	2.6 Rolling stock ¹	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
	No	3.3 Retention/detention ponds	100

¹with 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 D.C. Calculation	Service Components	Maximum Potential D.C. Recovery %
4. Fire Protection Services	Yes	4.1 Fire stations	100
	Yes	4.2 Fire pumpers, aerials and rescue vehicles ¹	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 E.S.A.s	0
	Yes	5.2 Development of area municipal parks	90
	Yes	5.3 Development of district parks	90
	Yes	5.4 Development of municipal-wide parks	90
	Yes	5.5 Development of special purpose parks	90
	Yes	5.6 Parks rolling stock ¹ 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 ¹	90
7. Library Services	Yes	7.1 Public library space (incl. furniture and equipment)	90
	n/a	7.2 Library vehicles ¹	90
	n/a	7.3 Library materials	90
8. Electrical Power Services	Ineligible	8.1 Electrical substations	0
	Ineligible	8.2 Electrical distribution system	0
	Ineligible	8.3 Electrical system rolling stock	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

¹with 7+ year life time



Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery %
10. Wastewater Services	Yes	10.1 Treatment plants	100
	Yes	10.2 Sewage trunks	100
	n/a	10.3 Local systems	0
	Yes	10.4 Vehicles and equipment ¹	100
11. Water Supply Services	Yes	11.1 Treatment plants	100
	Yes	11.2 Distribution systems	100
	n/a	11.3 Local systems	0
	Yes	11.4 Vehicles and equipment ¹	100
12. Waste Management Services	Ineligible	12.1 Landfill collection, transfer vehicles and equipment	0
	Ineligible	12.2 Landfills and other disposal facilities	0
	n/a	12.3 Waste diversion facilities	90
	n/a	12.4 Waste diversion vehicles and equipment ¹	90
13. Police Services	Yes	13.1 Police detachments	100
	No	13.2 Police rolling stock ¹	100
	No	13.3 Small equipment and gear	100
14. Homes for the Aged	n/a	14.1 Homes for the aged space	90
	n/a	14.2 Vehicles ¹	90
15. Child Care	n/a	15.1 Child care space	90
	n/a	15.2 Vehicles ¹	90
16. Health	n/a	16.1 Health department space	90
	n/a	16.2 Health department vehicles ¹	90
17. Social Housing	n/a	17.1 Social Housing space	90
18. Provincial Offences Act (P.O.A.)	n/a	18.1 P.O.A. space	90
19. Social Services	n/a	19.1 Social service space	90
20. Ambulance	n/a	20.1 Ambulance station space	90
	n/a	20.2 Vehicles ¹	90
21. Hospital Provision	Ineligible	21.1 Hospital capital contributions	0

¹with 7+ year life time



Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery %
22. Provision of Headquarters for the General Administration of Municipalities and Area Municipal Boards	Ineligible	22.1 Office space	0
	Ineligible	22.2 Office furniture	0
	Ineligible	22.3 Computer equipment	0
23. Other Services	Yes	23.1 Studies in connection with acquiring buildings, rolling stock, materials and equipment, and improving land ² and facilities, including the D.C. background study cost	0-100
	Yes	23.2 Interest on money borrowed to pay for growth-related capital	0-100

¹with a 7+ year lifetime

²same percentage as service component to which it pertains

4.4 Local Service Policy

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

4.5 Capital Forecast

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



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

The capital costs include:

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

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

4.6 Treatment of Credits

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



4.7 Existing Reserve Funds

Section 35 of the D.C.A. states that:

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

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

For services 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 D.C. calculation herein.

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

The Town’s D.C. reserve fund balances by service at December 31, 2018, adjusted, are shown below:

Service	DC Reserve Fund as of Dec. 31, 2018	Adjustments for Loans from Other Sources	DC Reserve Fund Balances Adjusted
Services Related to a Highway	\$0	(\$1,105,613)	(\$1,105,613)
Fire Protection Services	\$269,844	\$0	\$269,844
Police Services	\$45,366	\$0	\$45,366
Outdoor Recreation Services	\$0	(\$898,390)	(\$898,390)
Indoor Recreation Services	\$448,981	\$0	\$448,981
Library Services	\$74,517	\$0	\$74,517
Administration Studies	(\$37,911)	(\$861,876)	(\$899,787)
Wastewater Services	\$0	(\$11,780,052)	(\$11,780,052)
Water Services	\$0	(\$968,283)	(\$968,283)
Total	\$800,797	(\$15,614,214)	(\$14,813,417)

Note: Amounts in brackets are deficit balances.



4.8 Deductions

The D.C.A. potentially requires that five deductions be made to the increase in the need for service. These relate to:

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

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

4.8.1 Reduction Required by Level of Service Ceiling

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

In many cases, this can be done by establishing a quantity measure in terms of units as floor area, land area or road length per capita and a quality measure, in terms of the average cost of providing such units based on replacement costs, engineering standards or recognized performance measurement systems, depending on circumstances. When the quantity and quality factor are multiplied together, they produce a measure of the level of service, which meets the requirements of the Act, i.e. cost per unit.

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



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

4.8.2 Reduction for Uncommitted Excess Capacity

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

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

4.8.3 Reduction for Benefit to Existing Development

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

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

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



in this regard than other services such as services related to a highway, which do not have a fixed service area.

Where existing development has an adequate service level 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 Town-wide system basis. For example, facilities of the same type may provide different services (i.e. leisure pool vs. competitive pool), different programs (i.e. hockey vs. figure skating) and different time availability for the same service (i.e. leisure skating available on Wednesday in one arena and Thursday in another). As a result, residents will travel to different facilities to access the services they want at the times they wish to use them, and facility location generally does not correlate directly with residence location. Even where it does, displacing users from an existing facility to a new facility frees up capacity for use by others and generally results in only a very limited benefit to existing development. Further, where an increase in demand is not met for a number of years, a negative service impact to existing development is involved for a portion of the planning period.

4.8.4 Reduction for Anticipated Grants, Subsidies and Other Contributions

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

4.8.5 The 10% Reduction

Paragraph 8 of subsection 5 (1) of the D.C.A. requires that, “the capital costs must be reduced by 10 per cent.” This paragraph does not apply to water supply services,



wastewater 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, and libraries.

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.

4.9 Municipal-wide vs. Area Rating

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

4.10 Allocation of Development

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

4.11 Asset Management

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



4.12 Transit

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

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



- C. A new forward-looking service standard (as per subsection 6.1 (2) of the Regulations):
1. The service is a discrete service.
 2. No portion of the service that is intended to benefit anticipated development after the 10-year period immediately following the preparation of the background study may be included in the estimate.
 3. No portion of the service that is anticipated to exist as excess capacity at the end of the 10-year period immediately following the preparation of the background study may be included in the estimate.
- D. A very detailed asset management strategy and reporting requirements (subsection 6.1 (3) of the Regulation) that includes lifecycle costs, action plans that will enable the assets to be sustainable, summary of how to achieve the proposed level of service, discussion on procurement measures and risk.

The Town has not included transit in the D.C. calculations. The analysis required to satisfy subsection 8 (2) of the Regulations is substantial and reliant upon data that is currently not readily available. This combined with the relatively small scale of the service resulted in a conclusion that there was very little benefit to pursuing a D.C. calculation at this time. Therefore, the preceding calculations and reporting requirements are not required. Consideration will be given to including a transit D.C. calculation as part of the next 5-year review.



Chapter 5

D.C.-Eligible Cost Analysis by Service



5. D.C.-Eligible Cost Analysis by Service

5.1 Introduction

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

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

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

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 D.C. amounts; and, the infrastructure cost calculation, which determines the potential D.C. recoverable cost.

5.2.1 *Indoor & Outdoor Recreation Services*

The Town currently has approximately 361 acres of parkland within its jurisdiction. This parkland consists of various sized parkettes, neighbourhood/community parks, and open space areas. Over the historical 10-year period, the Town has provided an average level of service of 15.1 acres of parkland and 16.7 parkland amenity items per 1,000 population. Including parkland and parkland amenities (e.g. ball diamonds, playground equipment, soccer fields, etc.), the level of service provided equates to an investment of approximately \$1,221 per capita. When applied over the forecast period, this average level of service translates into a D.C.-eligible amount of \$2,110,113.



The Town currently utilizes 63 vehicles to maintain the parks and recreation facilities. Over the historical 10-year period, the Town provided an average level of service of 2.3 vehicles per 1,000 population. Based on the growth anticipated over the 10-year forecast period, the Town would be eligible to collect \$92,534 for vehicles and equipment.

The Town provides indoor recreation services from four facilities totalling approximately 121,300 sq.ft. of space. The facilities include the St. Clair Beach Community Centre, the Golden Age Senior Centre, Arena 1, and the Leisure Pool Facility. Over the historical 10-year period the Town provided an average level of service of 5.10 sq.ft. of space per capita. This average level of service equates to an average investment of \$1,675 per capita which translates to a D.C.-eligible amount of \$2,894,988 over the 10-year forecast period.

The total D.C.-eligible amount for indoor and outdoor recreation services over the 10-year forecast period is \$5,097,635.

Based on the projected growth over the 10-year forecast period, the Town has identified \$5.34 million in future growth capital costs for indoor and outdoor recreation services, including \$449,409 to reflect the reserve fund deficit. Of this amount \$245,000 has been deducted for the amount of the works that is anticipated to be funded from community fundraising. The resulting net-growth-related capital costs, after the 10% mandatory deduction, is \$4,587,872. This amount has been included in the D.C. calculations.

While indoor and outdoor recreation service usage is predominately residential based, there is some use of facility space and parks by non-residential users. To acknowledge this use, the growth-related capital costs have been allocated 95% residential and 5% non-residential.



Infrastructure Costs Included in the Development Charges Calculation

Town of Tecumseh

Service: Indoor and Outdoor Recreation Services

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Subtotal	Less:	Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development		Other (e.g. 10% Statutory Deduction)	Total	Residential Share	Non-Residential Share
2019-2028											95%	5%	
1	McAuliffe Park Washroom Upgrades	2019	450,000	-		450,000	-	15,000	435,000	43,500	391,500	371,925	19,575
2	St Marys Park- Walkway	2019	10,000	-		10,000	-		10,000	1,000	9,000	8,550	450
3	Splash Pad McAuliffe Park	2020	300,000	-		300,000	-	30,000	270,000	27,000	243,000	230,850	12,150
4	PickleBall Complex Lacasse Park	2021	500,000	-		500,000	-	100,000	400,000	40,000	360,000	342,000	18,000
5	Lakewood Park Master Plan Improvements	2022	2,150,000	-		2,150,000	-	100,000	2,050,000	205,000	1,845,000	1,752,750	92,250
6	Pickup	2024	35,000	-		35,000	-		35,000	3,500	31,500	29,925	1,575
7	RTV Utility Vehicle	2024	20,000	-		20,000	-		20,000	2,000	18,000	17,100	900
8	Riding Mower	2024	17,000	-		17,000	-		17,000	1,700	15,300	14,535	765
9	Provision for Additional Recreation Space	2019-2028	1,411,226	-		1,411,226	-		1,411,226	141,123	1,270,103	1,206,598	63,505
	Reserve Fund Adjustment		449,409			449,409	-		449,409	44,941	404,468	384,245	20,223
	Total		5,342,635	-	-	5,342,635	-	245,000	5,097,635	509,764	4,587,872	4,358,478	229,394

Grants, Subsidies, and Other Contribution amounts provided represent anticipated amounts from community fundraising



5.2.2 Library Services

The Town provides library services from 8,975 sq.ft. of space in the St. Clair Beach Facility. Over the past ten years, the average level of service was 0.38 sq.ft. of space per capita or an investment of \$107 per capita. Based on the service standard over the past ten years, the Town would be eligible to collect a total of \$185,172 from D.C.s for library services.

Based on the anticipated growth over the 10-year forecast period, a provision for additional library facility space has been included in the amount of \$180,000. This amount is in addition to the reserve fund balance of \$74,517. After the 10% mandatory deduction the net growth-related capital cost of \$162,000 is included in the D.C. calculations.

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, the growth-related capital costs have been allocated 95% residential and 5% non-residential.



5.2.3 Administration (Studies)

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

Engineering-related:

- Water, wastewater, and stormwater related studies;
- Roads and public works studies;
- Fire master plan; and
- Development charge studies.

The cost of these studies totals \$3.03 million, including recovery of the negative reserve fund balance of \$899,787. Deductions in the amount of \$1.37 million and \$24,000 have been made to reflect the amount that is attributable to existing benefit and the amount that is attributable to development post-2028, respectively. The net growth-related capital cost, after the mandatory 10% deduction is \$1,632,787. This amount has been included in the D.C. calculations.

Community Benefit-related:

- Parks and recreation master plan;
- Official plan;
- Community improvement plan; and
- Secondary plan studies.

The cost of these studies totals \$236,200, of which \$61,500 is attributable to existing benefit. The net growth-related capital cost, after the mandatory 10% deduction is \$157,230. This amount has been included in the D.C. calculations.

These costs have been allocated 68% residential and 32% non-residential based on the incremental growth in population to employment for the 10-year forecast period.



Infrastructure Costs Included in the Development Charges Calculation

Town of Tecumseh

Service: Administration Studies - Engineering-related

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Subtotal	Less:	Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development		Other (e.g. 10% Statutory Deduction)	Total	Residential Share	Non-Residential Share
2019-2028											68%	32%	
Water & Wastewater:													
1	Water/Wastewater Master Plan Update	2019	115,000	-		115,000	-		115,000		115,000	78,200	36,800
2	Water/Wastewater Master Plan Update	2028	120,000	12,000		108,000	-		108,000		108,000	73,440	34,560
3	8th Concession Trunk Sanitary Sewer Outlet, Servicing Strategy	2019	120,000	12,000		108,000	90,000		18,000		18,000	12,240	5,760
4	Sanitary Sewer Model Update	2019	250,000	-		250,000	225,000		25,000		25,000	17,000	8,000
5	Sanitary Sewer Model Update	2024	125,000	-		125,000	112,500		12,500		12,500	8,500	4,000
6	Tecumseh Storm Drainage Master Plan	2019	610,000	-		610,000	579,500		30,500		30,500	20,740	9,760
7	Oldcastle Storm Drainage Master Plan	2020	450,000	-		450,000	315,000		135,000		135,000	91,800	43,200
Roads & Public Works													
8	Development Standards Manual	2019	50,000	-		50,000	-		50,000		50,000	34,000	16,000
9	Transportation Master Plan Update	2027	125,000	-		125,000	31,300		93,700		93,700	63,716	29,984
Fire Department													
10	Fire Master Plan	2020	75,000	-		75,000	12,500		62,500		62,500	42,500	20,000
Administration													
11	Development Charge Background Study	2019	42,000	-		42,000	-		42,000	4,200	37,800	25,704	12,096
12	Development Charge Background Study	2024	50,000	-		50,000	-		50,000	5,000	45,000	30,600	14,400
	Reserve Fund Adjustment		899,787	-		899,787	-		899,787		899,787	611,855	287,932
	Total		3,031,787	24,000	-	3,007,787	1,365,800	-	1,641,987	9,200	1,632,787	1,110,295	522,492



Infrastructure Costs Included in the Development Charges Calculation

Town of Tecumseh

Service: Administration Studies - Community Benefit-related

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Subtotal	Less:	Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development		Other (e.g. 10% Statutory Deduction)	Total	Residential Share	Non-Residential Share
2019-2028											68%	32%	
	Parks & Recreation:												
1	Parks, Trails and Recreation Master Plan	2025	91,700	-		91,700	45,900		45,800	4,580	41,220	28,030	13,190
	Administration												
2	Official Plan - New	2019	22,500	-		22,500	5,600		16,900	1,690	15,210	10,343	4,867
3	CIP Plan - 10-year Review	2026	25,000	-		25,000	6,300		18,700	1,870	16,830	11,444	5,386
4	Tecumseh Hamlet Secondary Plan	2019	37,000	-		37,000	3,700		33,300	3,330	29,970	20,380	9,590
5	Oldcastle Hamlet Special Planning Study	2020	60,000	-		60,000	-		60,000	6,000	54,000	36,720	17,280
	Total		236,200	-	-	236,200	61,500	-	174,700	17,470	157,230	106,916	50,314



5.3 Service Levels and 20-Year Capital Costs for Tecumseh's D.C. Calculation

This section evaluates the development-related capital requirements for those services with 20-year capital costs.

5.3.1 Services Related to a Highway

Roads

Tecumseh owns and maintains 84.20 km of arterial, collector, and rural roads within the Town. These roads have a total replacement cost of approximately \$163.97 million. Over the historical 10-year period the Town has provided an average level of service of 3.6 km of roads per 1,000 population. The level of service provided results in a D.C. eligible amount over the 20-year period of approximately \$48.07 million for roads.

The Town also provides 39.33 km of sidewalks and pathways and 839 streetlights and traffic signals. Over the historical 10-year period, the Town provided an average level of service which equates to an investment of \$842 per capita. Based on the growth over the 20-year forecast period, the Town is eligible to collect approximately \$5.79 million for sidewalks, traffic signals, and streetlights.

In total, the Town is eligible to collect approximately \$53.86 million for road infrastructure.

With respect to future needs, the Town has identified capital projects for road works, sidewalks, streetlights, active transportation, and traffic signals. The total gross capital cost of the identified works is \$56.21 million, including recovery of the negative reserve fund balance of \$1,105,613. Of this total amount, deductions for the share of the costs that are attributable to growth post-2038 (post-period benefit) and existing development have been provided based on the following principles:

- Post-period benefit deductions: For projects that are anticipated to occur after 2029, a 38% deduction has been applied to each project based on the share of growth anticipated to occur after 2038, based on available land supply (see Appendix A, Schedule 6).



- Benefit to existing development deductions: Deductions for benefit to existing development have been made based on the following:
 - Projects identified in the 2014 D.C. study – same percentage deduction as 2014 D.C. study;
 - New roads – no benefit to existing deduction;
 - Upgrades of roads from rural to urban standard – 25% deduction; and
 - Additions of sidewalks and active transportation – 10% deduction.

Of the \$56.21 million total gross capital cost, \$7.04 million is deducted for the amount that is attributable to growth post-2028 and \$26.60 million is deducted for the amount that benefits existing development. The net growth-related capital cost included in the D.C. calculations is \$22,571,163.

The residential/non-residential allocation for all services related to a highway is based on the ratio of anticipated population and employment growth over the 20-year forecast period. This results in a 71% allocation to residential development and 29% allocation to non-residential development.



Infrastructure Costs Included in the Development Charges Calculation

Town of Tecumseh

Service: Services Related to a Highway - Roads

Prj .No	Increased Service Needs Attributable to Anticipated Development 2019-2038	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 71%	Non-Residential Share 29%
Roads, Sidewalks and Streetlighting											
1	Manning Road - St. Gregory's to Riverside Drive	2020-2025	4,325,100	-		4,325,100	3,633,000		692,100	491,391	200,709
2	Lanoue- County Road 19 to Heatherglen	2025-2030	1,513,100	-		1,513,100	151,000		1,362,100	967,091	395,009
3	Gouin- Lesperance to Deslippe	2020-2025	476,500	-		476,500	314,000		162,500	115,375	47,125
4	Gouin- Deslippe to MRSPA	2020-2025	211,200	-		211,200	139,000		72,200	51,262	20,938
5	Gouin- Lesperance to Hebert	2030-2035	1,192,900	154,000		1,038,900	787,000		251,900	178,849	73,051
6	Gouin- Hebert to west Corbi	2030-2035	1,174,400	152,000		1,022,400	775,000		247,400	175,654	71,746
7	Maisonneuve- Lesperance to Hebert	2030-2035	1,168,000	333,000		835,000	292,000		543,000	385,530	157,470
8	Maisonneuve- Hebert to Shawnee	2030-2035	500,200	171,000		329,200	50,000		279,200	198,232	80,968
9	Maisonneuve- Shawnee to Corbi	2030-2035	647,200	221,000		426,200	65,000		361,200	256,452	104,748
10	Maisonneuve- Corbi to Tecumseh Hamlet	2030-2035	209,100	79,000		130,100	-		130,100	92,371	37,729
11	Intersection- Lesperance to Shawnee	2030-2035	1,941,600	251,000		1,690,600	1,281,000		409,600	290,816	118,784
12	Intersection- Shawnee to Banwell	2030-2035	2,514,300	325,000		2,189,300	1,659,000		530,300	376,513	153,787
13	Sylvestre- Flyoff to MRSPA	2020-2025	1,336,700	-		1,336,700	-		1,336,700	949,057	387,643
14	Jamsyl- Sylvestre to MRSPA	2020-2025	307,700	-		307,700	-		307,700	218,467	89,233
15	Shields- Extension	2030-2035	1,186,200	230,000		956,200	581,000		375,200	266,392	108,808
16	Tecumseh Hamlet Hydro Corridor	2030-2035	1,443,200	548,000		895,200	-		895,200	635,592	259,608
17	County Road 42- Windsor to Lakeshore (sidewalks) - Town portion only	2020-2025	546,750	-		546,750	-		546,750	388,193	158,558
18	12 Concession- County Road 42 to Dimu	2030-2035	1,139,800	325,000		814,800	285,000		529,800	376,158	153,642
19	North Talbot- 8th Concession to County Road 46	2025-2030	4,136,400	-		4,136,400	2,647,000		1,489,400	1,057,474	431,926
20	North Talbot- County Road 11 to 8th Concession	2035-2040	4,990,900	683,000		4,307,900	3,194,000		1,113,900	790,869	323,031
21	8th Concession- Hwy 401 to North Talbot	2035-2040	3,846,300	526,000		3,320,300	2,462,000		858,300	609,393	248,907
22	Outer Drive- Hwy 3 to Blackacre	2030-2035	2,202,800	326,000		1,876,800	1,344,000		532,800	378,288	154,512
23	Outer Drive- Blackacre to Rossi	2030-2035	526,400	78,000		448,400	321,000		127,400	90,454	36,946
24	Outer Drive- Rossi to Moro	2030-2035	586,000	87,000		499,000	357,000		142,000	100,820	41,180
25	Fasan Drive- Roscon to 140m east	2020-2025	514,800	-		514,800	-		514,800	365,508	149,292
26	Oldcastle- Hwy 3 to North Talbot	2030-2035	3,245,400	530,000		2,715,400	1,850,000		865,400	614,434	250,966
27	Oldcastle/8th Concession Realignment	2030-2035	1,223,800	200,000		1,023,800	698,000		325,800	231,318	94,482
28	Malden- ConRail to County Road 19	2030-2035	4,185,100	557,000		3,628,100	2,720,000		908,100	644,751	263,349



Infrastructure Costs Included in the Development Charges Calculation

Town of Tecumseh
 Service: Services Related to a Highway - Roads

Prj. No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 71%	Non-Residential Share 29%
2019-2038											
Active Transportation											
1	Manning- St.Gregory's to Riverside (Bike Lanes)	2020-2025	331,300	-		331,300	33,000		298,300	211,793	86,507
2	Westlake Extension- Lesperance to MRSPA (Multi-Use Path)	2025-2030	55,100	-		55,100	6,000		49,100	34,861	14,239
3	Westlake- Shawnee to Tecumseh Hamlet (Multi-Use Path)	2030-2035	36,400	12,000		24,400	4,000		20,400	14,484	5,916
4	Jamsyl-Sylvestre to MRSPA (Multi-Use Path)	2035-2040	137,700	47,000		90,700	14,000		76,700	54,457	22,243
5	Lesperance-Riverside to McNorton (Multi-Use Path)	2020-2025	509,500	-		509,500	51,000		458,500	325,535	132,965
6	Lesperance-CR22 to CR42 (Multi-Use Path)	2020-2025	881,300	-		881,300	88,000		793,300	563,243	230,057
7	Gouin-Lesperance to MRSPA (Multi-Use Path)	2020-2025	48,200	-		48,200	5,000		43,200	30,672	12,528
8	Gouin-Lesperance to Tecumseh Hamlet (Multi-Use Path)	2030-2035	192,800	66,000		126,800	19,000		107,800	76,538	31,262
9	Maisonneuve-Lesperance to Tecumseh Hamlet (Multi-Use Path)	2030-2035	192,800	66,000		126,800	19,000		107,800	76,538	31,262
10	Intersection-Shawnee to Banwell (Multi-Use Path)	2030-2035	206,600	71,000		135,600	21,000		114,600	81,366	33,234
11	Shields Road Extension (Multi-Use Path)	2030-2035	96,400	33,000		63,400	10,000		53,400	37,914	15,486
12	Banwell- EC ROW to CP Rail (Multi-Use Path)	2035-2040	426,900	146,000		280,900	43,000		237,900	168,909	68,991
13	CR43- CP Rail to South of CR42 (Multi-Use Path)	2020-2025	289,200	-		289,200	29,000		260,200	184,742	75,458
14	CR42- CR43 to Lakeshore (Bike Lanes)	2020-2025	331,300	-		331,300	33,000		298,300	211,793	86,507
15	CR42- 215m west of CR43 to 100 west of CR43 (Bike Lanes)	2020-2025	19,100	-		19,100	2,000		17,100	12,141	4,959
16	CR19- VIA Rail to CR22 (Bike Lanes)	2045-2050	51,800	17,800		34,000	5,000		29,000	20,590	8,410
17	CR19-CR22 to 250m south of CR42 (Bike Lanes)	2050-2055	252,600	86,500		166,100	25,000		141,100	100,181	40,919
18	CR19-CR22 to 250m south of CR42 (Multi-Use Path)	2050-2055	504,000	173,000		331,000	50,000		281,000	199,510	81,490
19	CR46- Windsor to 9th Conc (Paved Shoulder)	2030-2035	381,000	130,000		251,000	38,000		213,000	151,230	61,770
20	Oldcastle- Hwy 3 to North Talbot (Multi-Use Path)	2030-2035	191,700	66,000		125,700	19,000		106,700	75,757	30,943
21	North Talbot- 8th Conc to CR46 (Multi-Use Path)	2025-2030	247,900	-		247,900	25,000		222,900	158,259	64,641
22	CR34- Hwy 3 to CR19 (Multi-Use Path)	2030-2035	421,400	144,000		277,400	42,000		235,400	167,134	68,266
23	Malden Road-Pike Creek to CR19 (Multi-Use Path)	2025-2030	157,000	-		157,000	16,000		141,000	100,110	40,890
Traffic Signals											
1	Street 'A' at CR 19 (and Little Baseline Road)	2035-2040	270,000	85,000		185,000	46,000		139,000	98,690	40,310
2	Malden Road at CR 19 (signals and intersection improvements)	2025-2030	270,000	-		270,000	176,000		94,000	66,740	27,260
3	New Local Road at CR 46 (signals)	2025-2030	202,500	-		202,500	20,000		182,500	129,575	52,925
4	Oldcastle at 8th Concession Intersection (UC 2 Lanes)	2030-2035	270,000	44,000		226,000	154,000		72,000	51,120	20,880
5	CR19 @ Jamsyl	2040-2045	202,500	77,000		125,500	-		125,500	89,105	36,395
6	CR19 @ Lanoue	2020-2025	135,000	-		135,000	-		135,000	95,850	39,150
Miscellaneous											
1	Provision for Unidentified Growth Related Works	2019-2038	500,000	-		500,000	-		500,000	355,000	145,000
2	Reserve Fund Adjustment		1,105,613	-		1,105,613	-		1,105,613	784,985	320,628
Total			56,209,463	7,040,300	-	49,169,163	26,598,000	-	22,571,163	16,025,526	6,545,637



Public Works Facilities, Fleet & Equipment

The Public Works and Environmental Services Department has a variety of vehicles and major equipment with a replacement cost totalling approximately \$3.56 million. The inventory provided over the historical 10-year period results in an average level of service of 1.9 vehicles and equipment per 1,000 population. This results in an average level of investment of \$153 per capita. Over the forecast period, the D.C.-eligible amount for vehicles and equipment is \$1,054,694.

Based on the anticipated growth over the 20-year forecast period, a provision for additional public works vehicles has been provided in the amount of \$1,000,000. As this is a provision, no deductions have been made, however, when growth-related capital projects are funded, the appropriate benefit to existing and post-period benefit deductions will be made at that time. This provisional amount has been included in the D.C. calculations.

Tecumseh operates their Public Works service out of a number of facilities throughout the Town. The facilities provide 26,753 sq.ft. of building area, providing for an average level of service of 1.02 sq.ft. per capita or \$126 per capita. This level of service provides the Town with a maximum D.C.-eligible amount for recovery over the 20-year forecast period of \$866,319.

Based on the anticipated growth over the 20-year forecast period, a provision for additional public works facility space has been provided in the amount of \$860,000. As this is a provision, no deductions have been made, however, when growth-related capital projects are funded, the appropriate benefit to existing and post-period benefit deductions will be made at that time. This provisional amount has been included in the D.C. calculations.

The residential/non-residential allocation for all services related to a highway is based on the ratio of anticipated population and employment growth over the 20-year forecast period. This results in a 71% allocation to residential development and 29% allocation to non-residential development.



5.3.2 Police Services

The Town is serviced by the Ontario Provincial Police (O.P.P.) service. The Town provides 5,555 sq.ft. of facility space for the O.P.P. officers providing for a per capita average level of service of 0.24 sq.ft. per capita or \$85 per capita. This level of service provides the Town with a maximum D.C.-eligible amount for recovery of \$584,650 over the 20-year forecast period.

To facilitate growth over the 20-year forecast period, a provision for additional facility space in the amount of \$584,000 has been provided. Note that the amount of the provision is in addition to the reserve fund balance of \$45,366. As this is a provision, no deductions have been made, however, when growth-related capital projects are funded, the appropriate benefit to existing and post-period benefit deductions will be made at that time. Therefore \$584,000 has been included in the D.C. calculations.

The costs for police services are shared 71%/29% between residential and non-residential development based on the incremental growth in population to employment over the 20-year forecast period.



5.3.3 Fire Protection Services

Tecumseh currently operates its fire services from two fire stations which provide a total of 13,480 sq.ft. of facility space. Additionally, a confined space training facility is provided at Station #2. Fire Station #2 also includes a training building and training tower. Over the historical 10-year period the Town provided 0.57 sq.ft. of facility space per capita, which equates to an investment of \$230 per capita. Based on the anticipated growth over the 20-year forecast period, this level of service provides the Town with a maximum D.C.-eligible amount for recovery of \$1,583,863 for fire facility space.

The Town has identified the need to expand Station #1 to include additional office space and one additional truck bay. The total gross capital cost of this project is estimated to be \$1,260,000. As this work represents additional space required for growth over the forecast period, there are no deductions for benefit to existing development or post-period benefit required. A deduction in the amount of \$269,844 has been made to reflect the balance in the reserve fund. The resulting net growth-related capital cost of \$990,156 has been included in the D.C. calculations.

The fire department has a current inventory of 10 vehicles. Over the historical 10-year period the Town has provided an average level of investment of \$191 per capita. Based on the average level of service the total D.C.-eligible amount for fire vehicles over the 20-year forecast period is \$1,314,156.

Due to the growth in the number of higher structures anticipated, an upgraded aerial truck (95ft. aerial) is required. Fire Truck #1 (70ft. aerial) is to be replaced and upgraded to a 95ft. aerial in 2022 at an estimated cost of \$1.6 million. A deduction of \$1.35 million is applied to the calculations for the share of the cost that relates to replacement of the existing asset. The resultant net growth-related capital cost included in the D.C. calculations is \$247,000.

The fire department utilizes fire equipment and gear with a total replacement cost of approximately \$920,000. Over the historical 10-year period the Town provided an average level of investment of \$39 per capita. This results in a D.C.-eligible amount of \$267,781 for small equipment and gear over the 20-year forecast period.



Based on the anticipated growth, the Town has identified the need for six additional firefighters. The gross capital cost to equip these firefighters is estimated at \$36,000. As these additional firefighters are required to service growth over the forecast period, no post-period benefit or benefit to existing deductions are required. Therefore \$36,000 is the net growth-related capital costs included in the D.C. calculations.

These costs are shared between residential and non-residential based on the population to employment ratio over the 20-year forecast period, resulting in 71% being allocated to residential development and 29% being allocated to non-residential development.



Infrastructure Costs Included in the Development Charges Calculation

Town of Tecumseh

Service: Fire Small Equipment and Gear

Prj .No	Increased Service Needs Attributable to Anticipated Development 2019-2038	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 71%	Non-Residential Share 29%
1	Additional Firefighters (6)	2020-2033	36,000	-		36,000	-		36,000	25,560	10,440
	Total		36,000	-	-	36,000	-	-	36,000	25,560	10,440



5.4 Town-wide Buildout Capital Costs for Tecumseh's D.C. Calculation

This section evaluates the development-related capital requirements for those services with anticipated capital costs based on a Town-wide buildout forecast.

5.4.1 Water Services

Based on the 2018 Water and Wastewater Master Plan Update report undertaken by CIMA Canada Inc. (CIMA), the capital projects required to service growth to buildout capacity of the water system have been updated from the previous D.C. study. The capital works include trunk watermains and connections (including works for system looping and fire flows), a booster pumping station, a water storage facility, and a SCADA update. The gross capital cost estimate of all works provided is \$31.59 million, including \$968,283 for recovery of the negative reserve fund balance. Of this amount, \$3.36 million has been deducted for the share of the works that benefit existing development. Further deductions in the amount of \$6.89 million have been provided to reflect the share of the costs that are anticipated to be provided through local service requirements. The net growth-related capital cost is \$21,347,533. This amount has been included in the D.C. calculations.

The growth-related costs have been allocated between residential and non-residential development based on the incremental growth in population to employment over the forecast period. This results in a 72% allocation to residential development and a 28% allocation to non-residential development.



Infrastructure Costs Included in the Development Charges Calculation

Town of Tecumseh
Service: Water Distribution

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 72%	Non-Residential Share 28%
2019-Buildout - Water											
W-1	West Tecumseh Trunk Watermain from CR 22 to CP Rail	2024-2028	2,040,000	-		2,040,000	102,000	195,250	1,742,750	1,254,780	487,970
W-2A	East Tecumseh Hamlet Watermain Connection	2019-2023	455,000	-		455,000	-	455,000	-	-	-
W-2B	Trunk Watermain on Manning Road from CR 22 to CP Railway	2019-2023	1,877,000	-		1,877,000	375,400		1,501,600	1,081,152	420,448
W-4	West Tecumseh Trunk Watermain from CP Railway to CR 42	2029-2033	2,262,000	-		2,262,000	113,100	247,000	1,901,900	1,369,368	532,532
W-5A	Trunk Watermain on Manning Road South of CP Railway	2019-2023	610,000	-		610,000	122,000		488,000	351,360	136,640
W-5B	Trunk Watermain on Manning Road South of CP Railway	2029-2033	922,000	-		922,000	184,400		737,600	531,072	206,528
W-6	South Tecumseh Trunk Watermain from CR 42 to Highway 401	2039	1,718,000	-		1,718,000	-	1,718,000	-	-	-
W-7A	South Tecumseh Trunk Watermain Highway 401 to Maidstone	2034-2038	740,000	-		740,000	111,000		629,000	452,880	176,120
W-7B	South Tecumseh Trunk Watermain Highway 401 to Maidstone	2039	1,428,000	-		1,428,000	-	1,428,000	-	-	-
W-8	Maidstone Hamlet Trunk Watermain	2034-2038	1,004,000	-		1,004,000	200,800		803,200	578,304	224,896
W-9	Zone 2 Booster Pumping Station	2019-2023	2,658,000	-		2,658,000	398,700		2,259,300	1,626,696	632,604
W-10	Zone 2 Water Storage Facility	2019-2023	5,163,000	-		5,163,000	774,500		4,388,500	3,159,720	1,228,780
W-11	CR 46 Trunk Watermain	2029-2033	2,958,000	-		2,958,000	295,800		2,662,200	1,916,784	745,416
W-12A	Southwest Tecumseh Supply Watermain	2019-2023	2,570,000	-		2,570,000	385,500		2,184,500	1,572,840	611,660
W-12B	North Talbot Road Trunk Watermain	2024-2028	1,305,000	-		1,305,000	261,000		1,044,000	751,680	292,320
W-13	Oldcastle Hamlet Watermain Upgrades	2039	2,843,000	-		2,843,000	-	2,843,000	-	-	-
14	SCADA Update	2019	73,500	-		73,500	36,800		36,700	26,424	10,276
	Reserve Fund Adjustment		968,283	-		968,283	-		968,283	697,164	271,119
	Total		31,594,783	-	-	31,594,783	3,361,000	6,886,250	21,347,533	15,370,224	5,977,309



5.5 Urban Buildout Capital Costs for Tecumseh's D.C. Calculation

This section evaluates the development-related capital requirements for those services with anticipated capital costs based on an urban buildout forecast.

5.5.1 Wastewater Services

Based on the 2018 Water and Wastewater Master Plan Update report undertaken by CIMA Canada Inc. (CIMA), the capital projects required to service growth to buildout capacity of the wastewater system have been updated from the previous D.C. study. The capital works include trunk sewers and forcemains, sanitary pump stations, purchase of capacity, and a SCADA update. Additionally, outstanding growth-related principal and discounted growth-related interest payments related to works completed in 2009 and 2010 have been included. Debentures were issued for \$2.30 million at 3.89% interest and \$2.15 million at 3.65% interest over 10 years. The gross capital cost estimate of all works provided is \$72.36 million, which includes \$11.78 million for recovery of the negative reserve fund balance. Of this amount, \$7.00 million has been deducted for the share of the works that benefit existing development and \$1.63 million has been deducted to reflect the share of the costs that will be provided through local service requirements. The net growth-related capital cost is \$63,722,170. This amount has been included in the D.C. calculations.

The growth-related costs have been allocated between residential and non-residential development based on the incremental growth in population to employment over the urban buildout forecast period. This results in a 73% allocation to residential development and a 27% allocation to non-residential development.



Infrastructure Costs Included in the Development Charges Calculation

Town of Tecumseh

Service: Wastewater - Sewers

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2019\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non-Residential Share 27%
2019-Buildout - Wastewater											
WW-1	West Tecumseh Trunk Sewer from CR 22 to CP Railway	2024-2028	5,211,000	-		5,211,000	781,700		4,429,300	3,233,389	1,195,911
WW-2	Tecumseh Hamlet Diversion Sewer	2024-2028	837,000	-		837,000	585,900		251,100	183,303	67,797
WW-4	Sylvestre Pumping Station Upgrade	2019-2023	640,000	-		640,000	256,000		384,000	280,320	103,680
WW-5	North Talbot Road Trunk Sewer, Oldcastle Road	2024-2029	3,385,000	-		3,385,000	677,000		2,708,000	1,976,840	731,160
WW-6	West Tecumseh Trunk Sewer from CP Railway to CR 42	2029-2033	4,158,000	-		4,158,000	831,600		3,326,400	2,428,272	898,128
WW-7	Diversion Sewer on CR 42	2029-2033	996,000	-		996,000	796,800		199,200	145,416	53,784
Windsor-2	Purchase Additional Treatment Capacity at Little River PCP	2034-2035	10,226,000	-		10,226,000	-		10,226,000	7,464,980	2,761,020
WW-8A	South Tecumseh Trunk Sewer, Odessa Drive to 11th Concession Rd	2029-2033	1,897,000	-		1,897,000	189,700		1,707,300	1,246,329	460,971
WW-8B	South Tecumseh Trunk Forcemain, CR 42 to Highway 401	2034-2038	3,608,000	-		3,608,000	360,800		3,247,200	2,370,456	876,744
WW-9A	South Tecumseh Forcemain, HWY 401 to CR 46	2039	1,648,000	-		1,648,000	247,200		1,400,800	1,022,584	378,216
WW-9B	South Tecumseh Trunk Sewer, North Talbot Road	2039	1,270,000	-		1,270,000	190,500		1,079,500	788,035	291,465
WW-10	Maidstone Hamlet Trunk Sewer, Malden Road	2039	2,017,000	-		2,017,000	302,600		1,714,400	1,251,512	462,888
WW-11A	Southwest Tecumseh Trunk Sewer, Phase 1	2029-2033	1,195,000	-		1,195,000	330,200	130,000	734,800	536,404	198,396
WW-11B	Southwest Tecumseh Trunk Sewer, Phase 2	2029-2033	1,203,000	-		1,203,000	168,400		1,034,600	755,258	279,342
WW-12	Manning Road Secondary Plan Area Trunk Sewer	2019-2023	1,105,000	-		1,105,000	-		1,105,000	806,650	298,350
WW-13	Manning Road Secondary Plan Area Sanitary Pump Station	2019-2023	926,000	-		926,000	-		926,000	675,980	250,020
WW-14	Highway Commercial Lands Pumping Station	2034-2038	992,000	-		992,000	-		992,000	724,160	267,840
WW-15	Maidstone Hamlet Sanitary Pumping Station	2039	992,000	-		992,000	129,000		863,000	629,990	233,010
WW-16A	County Road 46 Trunk Sanitary Sewer, Phase 1	2029-2033	1,308,000	-		1,308,000	91,600		1,216,400	887,972	328,428
WW-16B	County Road 46 Trunk Sanitary Sewer, Phase 2	2034-2038	2,551,000	-		2,551,000	25,500		2,525,500	1,843,615	681,885
WW-17	Blackacre Drive Servicing	2024-2028	2,132,000	-		2,132,000	306,200	740,000	1,085,800	792,634	293,166
WW-18	Howard Avenue Servicing	2039	2,489,000	-		2,489,000	311,200	760,000	1,417,800	1,034,994	382,806
Windsor-4	Purchase Additional Treatment Capacity at Little River PCP	2049-2050	6,270,000	-		6,270,000	-		6,270,000	4,577,100	1,692,900
CIP 1	Tecumseh Road Bypass Sanitary Sewer	2021	2,703,000	-		2,703,000	410,000		2,293,000	1,673,890	619,110
26	SCADA Update	2019	26,250	-		26,250	13,100		13,150	9,600	3,551
27	Wastewater Debt - Principal	2019-2020	766,222	-		766,222	-		766,222	559,342	206,880
28	Wastewater Debt - Interest (Discounted)	2019-2020	25,646	-		25,646	-		25,646	18,722	6,924
	Reserve Fund Adjustment		11,780,052	-		11,780,052	-		11,780,052	8,599,438	3,180,614
	Total		72,357,170	-	-	72,357,170	7,005,000	1,630,000	63,722,170	46,517,184	17,204,986



Chapter 6

D.C. Calculations



6. D.C. Calculations

Table 6-1 calculates the proposed uniform D.C.s to be imposed for wastewater services based upon an urban buildout horizon. Table 6-2 calculates the proposed uniform D.C.s to be imposed for water services based upon a Town-wide buildout horizon. Table 6-3 calculates the proposed uniform D.C. to be imposed on anticipated development in the Town for Town-wide services over a 20-year planning horizon. Table 6-4 calculates the proposed uniform D.C. to be imposed on anticipated development in the Town for Town-wide services over a 10-year planning horizon

The calculation for residential development is generated on a per capita basis and is based upon five forms of housing types (singles and semi-detached, apartments 2+ bedrooms, apartments bachelor and 1 bedroom, all other multiples and special care/special dwelling units). The non-residential D.C. 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 D.C.-eligible costs for each service component were developed in Chapter 5 for all Town 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 D.C. cost calculations set out in Chapter 5 are based on the net anticipated population increase (the forecast new unit population less the anticipated decline in existing units). The cost per capita is then multiplied by the average occupancy of the new units (Appendix A, Schedule 5) to calculate the charges 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.

Table 6-5 summarizes the total D.C. that is applicable for all services 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.



Table 6-1
Town of Tecumseh
Development Charge Calculation
2019 to Urban Buildout

SERVICE	2019\$ D.C.-Eligible Cost		2019\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.
	\$	\$	\$	\$
1. <u>Wastewater Services</u>				
1.1 Wastewater Services	46,517,184	17,204,986	4,571	2.01
	46,517,184	17,204,986	4,571	2.01
TOTAL	\$46,517,184	\$17,204,986	\$4,571	\$2.01
D.C.-Eligible Capital Cost	\$46,517,184	\$17,204,986		
Buildout Gross Population/GFA Growth (sq.ft.)	31,079	8,564,600		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$1,496.74	\$2.01		
By Residential Unit Type	P.P.U.			
Single and Semi-Detached Dwelling	3.054	\$4,571		
Other Multiples	1.947	\$2,914		
Apartments - 2 Bedrooms +	1.703	\$2,549		
Apartments - Bachelor and 1 Bedroom	1.316	\$1,970		
Special Care/Special Dwelling Units	1.100	\$1,646		

Table 6-2
Town of Tecumseh
Development Charge Calculation
2019 to Town-wide Buildout

SERVICE	2019\$ D.C.-Eligible Cost		2019\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.
	\$	\$	\$	\$
2. <u>Water Services</u>				
2.1 Water Services	15,370,224	5,977,309	1,502	0.70
	15,370,224	5,977,309	1,502	0.70
TOTAL	\$15,370,224	\$5,977,309	\$1,502	\$0.70
D.C.-Eligible Capital Cost	\$15,370,224	\$5,977,309		
Buildout Gross Population/GFA Growth (sq.ft.)	31,251	8,564,600		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$491.83	\$0.70		
By Residential Unit Type	P.P.U.			
Single and Semi-Detached Dwelling	3.054	\$1,502		
Other Multiples	1.947	\$958		
Apartments - 2 Bedrooms +	1.703	\$838		
Apartments - Bachelor and 1 Bedroom	1.316	\$647		
Special Care/Special Dwelling Units	1.100	\$541		



Table 6-3
Town of Tecumseh
Development Charge Calculation
2019 to 2038

SERVICE	2019\$ D.C.-Eligible Cost		2019\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.
	\$	\$	\$	\$
3. Services Related to a Highway				
3.1 Roads	16,025,526	6,545,637	5,223	2.58
3.2 Depots and Domes	610,600	249,400	199	0.10
3.3 PW Rolling Stock	710,000	290,000	231	0.11
	17,346,126	7,085,037	5,653	2.79
4. Fire Protection Services				
4.1 Fire facilities	703,011	287,145	229	0.11
4.2 Fire vehicles	175,370	71,630	57	0.03
4.3 Small equipment and gear	25,560	10,440	8	-
	903,941	369,215	294	0.14
5. Police Services				
5.1 Police facilities	414,640	169,360	135	0.07
	414,640	169,360	135	0.07
TOTAL	\$18,664,706	\$7,623,613	\$6,082	\$3.00
D.C.-Eligible Capital Cost	\$18,664,706	\$7,623,613		
20-Year Gross Population/GFA Growth (sq.ft.)	9,372	2,541,800		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$1,991.54	\$3.00		
By Residential Unit Type				
	P.P.U.			
Single and Semi-Detached Dwelling	3.054	\$6,082		
Other Multiples	1.947	\$3,878		
Apartments - 2 Bedrooms +	1.703	\$3,392		
Apartments - Bachelor and 1 Bedroom	1.316	\$2,621		
Special Care/Special Dwelling Units	1.100	\$2,191		



Table 6-4
Town of Tecumseh
Development Charge Calculation
2019 to 2038

SERVICE	2019\$ D.C.-Eligible Cost		2019\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.
	\$	\$	\$	\$
6. <u>Indoor and Outdoor Recreation Services</u>				
6.1 Parkland development, amenities, trails, vehicles, and indoor recreation facilities	4,358,478	229,394	4,045	0.29
	4,358,478	229,394	4,045	0.29
7. <u>Library Services</u>				
7.1 Library facilities	153,900	8,100	143	0.01
	153,900	8,100	143	0.01
8. <u>Administration</u>				
8.1 Studies - Engineering-related	1,110,295	522,492	1,030	0.65
8.2 Studies - Community Benefit-related	106,916	50,314	99	0.06
	1,217,212	572,805	1,129	0.71
TOTAL	\$5,729,589	\$810,299	\$5,317	\$1.01
D.C.-Eligible Capital Cost	\$5,729,589	\$810,299		
10-Year Gross Population/GFA Growth (sq.ft.)	3,291	802,800		
Cost Per Capita/Non-Residential GFA (sq.ft.)	\$1,740.99	\$1.01		
By Residential Unit Type				
	P.P.U.			
Single and Semi-Detached Dwelling	3.054	\$5,317		
Other Multiples	1.947	\$3,390		
Apartments - 2 Bedrooms +	1.703	\$2,965		
Apartments - Bachelor and 1 Bedroom	1.316	\$2,291		
Special Care/Special Dwelling Units	1.100	\$1,916		



Table 6-5
Town of Tecumseh
Development Charge Calculation
Total All Services

	2019\$ D.C.-Eligible Cost		2019\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.ft.
	\$	\$	\$	\$
Urban-wide Services Build out	46,517,184	17,204,986	4,571	2.01
Town-wide Services Build out	15,370,224	5,977,309	1,502	0.70
Municipal-wide Services 20 Year	18,664,706	7,623,613	6,082	3.00
Municipal-wide Services 10 Year	5,729,589	810,299	5,317	1.01
TOTAL	86,281,704	31,616,207	17,472	6.72



Table 6-6
Town of Tecumseh
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						
		Tax Base or Other Non-D.C. Source				Post D.C. Period Benefit	D.C. Reserve Fund	
		Other Deductions	Benefit to Existing	Other Funding	Legislated Reduction		Residential	Non-Residential
1. Wastewater Services								
1.1 Wastewater Services	6,192,118	0	679,100	0	0	0	4,024,503	1,488,515
2. Water Services								
2.1 Water Services	13,406,500	0	2,092,900	455,000	0	0	7,818,192	3,040,408
3. Services Related to a Highway								
3.1 Roads	7,092,433	0	2,884,667	0	0	0	2,987,514	1,220,252
3.2 Depots and Domes	268,750	0	0	0	0	0	190,813	77,938
3.3 PW Rolling Stock	250,000	0	0	0	0	0	177,500	72,500
4. Fire Protection Services								
4.1 Fire facilities	1,260,000	0	0	0	0	0	894,600	365,400
4.2 Fire vehicles	1,600,000	0	1,353,000	0	0	0	175,370	71,630
4.3 Small equipment and gear	10,286	0	0	0	0	0	7,303	2,983
5. Police Services								
5.1 Police facilities	146,000	0	0	0	0	0	103,660	42,340
6. Indoor and Outdoor Recreation Services								
6.1 Parkland development, amenities, trails, vehicles, and indoor recreation facilities	4,115,613	0	0	245,000	387,061	0	3,309,374	174,178
7. Library Services								
7.1 Library facilities	0	0	0	0	0	0	0	0
8. Administration								
8.1 Studies - Engineering-related	1,712,000	0	1,222,000	0	4,200	12,000	322,184	151,616
8.2 Studies - Community Benefit-related	119,500	0	9,300	0	11,020	0	67,442	31,738
Total Expenditures & Revenues	\$36,173,200	\$0	\$8,240,967	\$700,000	\$402,281	\$12,000	\$20,078,455	\$6,739,497



Chapter 7

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



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

7.1 Introduction

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

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

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

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

- the total of all D.C.s that would be imposed on anticipated development must not exceed the capital costs determined under 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 D.C.s that exceed the capital costs that arise from the increase in the need for service for that type of development; however, this requirement does not relate to any particular development; and
- if the rules provide for a type of development to have a lower D.C. than is allowed, the rules for determining D.C.s may not provide for any resulting shortfall to be made up via other development.

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

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



7.2 D.C. By-law Structure

It is recommended that:

- the Town uses a uniform Town-wide D.C. calculation for all municipal services except for wastewater services;
- wastewater services be imposed on the urban service areas of the Town; and
- one municipal D.C. by-law be used for all services.

7.3 D.C. By-law Rules

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

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

7.3.1 Payment in any Particular Case

In accordance with the D.C.A., subsection 2 (2), a D.C. is to be calculated, payable and collected where the development requires one or more of the following:

- “(a) the passing of a zoning by-law or of an amendment to a zoning by-law under section 34 of the Planning Act;
- (b) the approval of a minor variance under section 45 of the Planning Act;
- (c) a conveyance of land to which a by-law passed under subsection 50 (7) of the Planning Act applies;
- (d) the approval of a plan of subdivision under section 51 of the Planning Act;
- (e) a consent under section 53 of the Planning Act;
- (f) the approval of a description under section 9 of the Condominium Act, 1998; or
- (g) the issuing of a permit under the Building Code Act, 1992 in relation to a building or structure.”



7.3.2 Determination of the Amount of the Charge

The following conventions be adopted:

- 1) Costs allocated to residential uses will be assigned to different types of residential units based on the average occupancy for each housing type constructed during the previous decade. Costs allocated to non-residential uses will be assigned based on the amount of square feet of gross floor area constructed for eligible uses (i.e. industrial, commercial and institutional).
- 2) Costs allocated to residential and non-residential uses are based upon a number of conventions, as may be suited to each municipal circumstance, e.g.
 - for administration, the costs have been based on a population vs. employment growth ratio (68%/32%) for residential and non-residential, respectively) over the 10-year forecast period;
 - for indoor and outdoor recreation and library services, a 5% non-residential attribution has been made to recognize use by the non-residential sector;
 - for services related to a highway, fire, and police services, a 71% residential/29% non-residential attribution has been made based on a population vs. employment growth ratio over the 20-year forecast period;
 - for water services, a 72% residential/28% non-residential allocation has been made based on the anticipated growth in population and employment over the Town-wide buildout time horizon; and
 - for wastewater services a 73% residential/27% non-residential allocation has been made based on population vs. employment growth over the urban buildout forecast period.

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 D.C. in place at the time the D.C. is payable; and/or



- 2) the gross floor area of the building demolished/converted multiplied by the current non-residential D.C. in place at the time the D.C. is payable.

The redevelopment credit is allowed only if the land was improved by occupied structures and if the demolition permit related to the site was issued less than six years prior to the issuance of a building permit. The credit can, in no case, exceed the amount of D.C.s that would otherwise be payable.

7.3.4 Exemptions (full or partial)

a) Statutory exemptions:

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

b) Non-statutory exemptions:

- non-residential farm buildings constructed for bona fide farming purposes;

7.3.5 Phasing in

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

7.3.6 Timing of Collection

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

- where a permit is required under the Building Code Act in relation to a building or structure, the owner shall pay the D.C. prior to the issuance of the first building permit; and



- despite the above, Council, from time to time and at any time, may enter into agreements providing for all or any part of a D.C. to be paid before or after it would otherwise be payable.

7.3.7 Indexing

Indexing of the D.C.s shall be implemented on a mandatory basis annually commencing on January 1, 2020, in accordance with the Statistics Canada Quarterly, Non-Residential Building Construction Price Index (Table 18-10-0135-01)¹ for the most recent year-over-year period.

7.3.8 The Applicable Areas

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

- all municipal-wide services – the full residential and non-residential charge will be imposed on all lands within the Town; and
- wastewater – the full residential and non-residential charge will be imposed on the urban service areas of the Town.

7.4 Other D.C. By-law Provisions

It is recommended that:

7.4.1 Categories of Services for Reserve Fund and Credit Purposes

The Town's D.C. collections are currently reserved in nine separate reserve funds: roads, fire protection services, police services, outdoor recreation services, indoor recreation services, library services, administration, water services and wastewater services. It is recommended that these reserve funds continue. Appendix D outlines the reserve fund policies that the Town is required to follow as per the D.C.A.

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



7.4.2 By-law In-force Date

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

7.4.3 Minimum Interest Rate Paid on Refunds and Charged for Inter-Reserve Fund Borrowing

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

7.4.4 Area Rating

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

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

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

At present, the Town’s by-law provides for area-rating of wastewater services. All other Town services are recovered based on a uniform, Town-wide basis. There have been several reasons why they have not been imposed including:

1. All Town services, with the exception of water, wastewater and stormwater, require that the average 10-year service standard be calculated. This average service standard multiplied by growth in the Town, establishes an upper ceiling on the amount of funds which can be collected from all developing landowners. Section 4 (4) of O.Reg. 82/98 provides that “...if a development charge by-law



applies to a part of the municipality, the level of service and average level of service cannot exceed that which would be determined if the by-law applied to the whole municipality.” Put in layman terms, the average service standard multiplied by the growth within the specific area, would establish an area specific ceiling which would significantly reduce the total revenue recoverable for the Town hence potentially resulting in D.C. revenue shortfalls and impacts on property taxes.

2. Extending on item 1, attempting to impose an area charge potentially causes equity issues in transitioning from a Town-wide approach to an area specific approach. For example, if all services were now built (and funded) within Area A (which is 75% built out) and this was funded with some revenues from Areas B and C, moving to an area rating approach would see Area A contribute no funds to the costs of services in Areas B and C. The development charges would be lower in Area A (as all services are now funded) and higher in Areas B and C. As well, funding shortfalls may then potentially encourage the municipality to provide less services to Areas B and C due to reduced revenue.
3. Many services which are provided (roads, parks, recreation facilities, library) are not restricted to one specific area and are often used by all residents. For example, arenas located in different parts of the Town will be used by residents from all areas depending on the programming of the facility (i.e. a public skate is available each night, but at a different arena; hence usage of any one facility at any given time is based on programming availability).

For the reasons noted above, it is recommended that Council continue the D.C. approach to calculating wastewater charges on an urban-area basis and all other charges on a uniform Town-wide basis.

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;”

“Continue the D.C. approach to calculating wastewater charges on an urban-area basis and all other charges on a uniform Town-wide basis;”

“Approve the capital project listing set out in Chapter 5 of the D.C.s Background Study dated June 13, 2019, subject to further annual review during the capital budget process;”

“Approve the D.C.s Background Study dated June 13, 2019, as amended (if applicable);”

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

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



Chapter 8

By-law Implementation



8. By-law Implementation

8.1 Public Consultation Process

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 8.2 addresses the anticipated impact of the D.C. on development from a generic viewpoint.

8.1.2 Public Meeting of Council

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

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

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

8.1.3 Other Consultation Activity

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

1. The first grouping is the residential development community, consisting of land developers and builders, who are typically responsible for generating the majority



of the D.C. revenues. Others, such as realtors, are directly impacted by D.C. policy. They are, therefore, potentially interested in all aspects of the charge, particularly the quantum by unit type, projects to be funded by the D.C. and the timing thereof, and Town policy with respect to development agreements, D.C. credits and front-ending requirements.

2. The second public grouping embraces the public at large and includes taxpayer coalition groups and others interested in public policy.
3. The third grouping is the industrial/commercial/institutional development sector, consisting of land developers and major owners or organizations with significant construction plans, such as hotels, entertainment complexes, shopping centres, offices, industrial buildings and institutions. Also involved are organizations such as Industry Associations, the Chamber of Commerce, the Board of Trade and the Economic Development Agencies, who are all potentially interested in Town D.C. policy. Their primary concern is frequently with the quantum of the charge, 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 D.C. policy often requires the achievement of an acceptable balance between two competing realities. The first is that high non-residential D.C.s can, to some degree, represent a barrier to increased economic activity and sustained industrial/commercial growth, particularly for capital intensive uses. Also, in many cases, increased residential D.C.s can ultimately be expected to be recovered via higher housing prices and can impact project feasibility in some cases (e.g. rental apartments).

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



8.3 Implementation Requirements

8.3.1 Introduction

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

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

The sections which follow overview the requirements in each case.

8.3.2 Notice of Passage

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

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

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

8.3.3 By-law Pamphlet

In addition to the "notice" information, the Town must prepare a "pamphlet" explaining each D.C. by-law in force, setting out:

- a description of the general purpose of the D.C.s;



- the “rules” for determining if a charge is payable in a particular case and for determining the amount of the charge;
- the services to which the D.C.s relate; and
- a description of the general purpose of the Treasurer’s statement and where it may be received by the public.

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

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

8.3.4 Appeals

Sections 13 to 19 of the D.C.A. set out the requirements relative to making and processing a D.C. by-law appeal and L.P.A.T. hearing in response to an appeal. Any person or organization may appeal a D.C. by-law to the L.P.A.T. by filing a notice of appeal with the Town clerk, setting out the objection to the by-law and the reasons supporting the objection. This must be done by the last day for appealing the by-law, which is 40 days after the by-law is passed.

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

8.3.5 Complaints

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

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

Sections 20 to 25 of the D.C.A. set out the requirements that exist, including the fact that a complaint may not be made later than 90 days after a D.C. (or any part of it) is payable. A complainant may appeal the decision of Town Council to the L.P.A.T.



8.3.6 Credits

Sections 38 to 41 of the D.C.A. set out a number of credit requirements, which apply where a Town agrees to allow a person to perform work in the future that relates to a service in the D.C. by-law.

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

8.3.7 Front-Ending Agreements

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

Part III of the D.C.A. (sections 44 to 58) addresses front-ending agreements and removes some of the obstacles to their use which were contained in the D.C.A., 1989. Accordingly, the Town assesses whether this mechanism is appropriate for its use, as part of funding projects prior to Town funds being available.

8.3.8 Severance and Subdivision Agreement Conditions

Section 59 of the D.C.A. prevents a municipality from imposing directly or indirectly, a charge related to development or a requirement to construct a service related to development, by way of a condition or agreement under section 51 or section 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 subsection 59 (4) of the D.C.A. requires that the municipal approval authority for a draft plan of subdivision under subsection 51 (31) of the Planning Act, use its power to impose conditions to ensure that the first purchaser of newly subdivided land is informed of all the D.C.s related to the development, at the time the land is transferred.

In this regard, if the Town in question is a commenting agency, in order to comply with subsection 59 (4) of the D.C.A. it would need to provide to the approval authority, information regarding the applicable Town D.C.s related to the site.

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

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



Appendices



Appendix A

Background Information on Residential and Non- Residential Growth Forecast



Schedule 1 Town of Tecumseh Residential Growth Forecast Summary

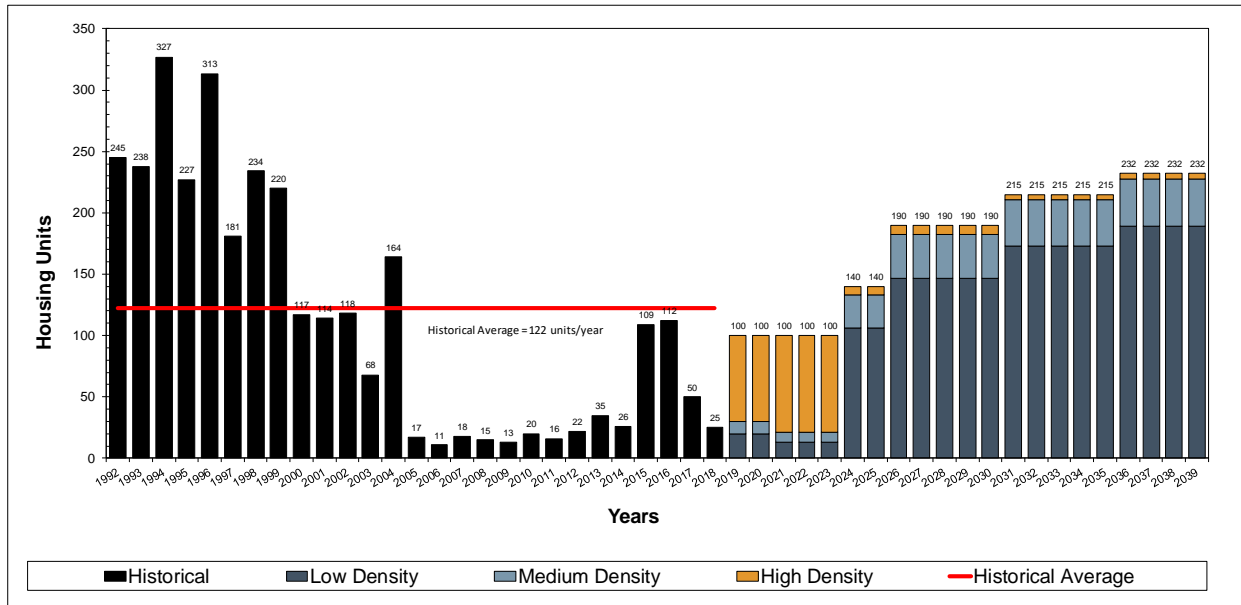
	Year	Population (Including Census Undercount) ¹	Excluding Census Undercount			Housing Units				Person Per Unit (P.P.U.): Total Population/ Total Households	
			Population	Institutional Population	Population Excluding Institutional Population	Singles & Semi-Detached	Multiple Dwellings ²	Apartments ³	Other		Total Households
Historical	Mid 2006	24,900	24,224	29	24,195	7,460	520	515	0	8,495	2.852
	Mid 2011	24,270	23,610	210	23,400	7,565	507	579	6	8,657	2.727
	Mid 2016	23,880	23,229	194	23,035	7,655	515	710	5	8,885	2.614
Forecast	Mid 2019	24,110	23,451	197	23,254	7,769	581	792	5	9,147	2.564
	Mid 2029	25,880	25,179	212	24,967	8,500	787	1,206	5	10,497	2.399
	Mid 2039	31,180	30,326	251	30,075	10,225	1,161	1,256	5	12,648	2.398
	Buildout	49,093	47,756	305	47,451	16,033	3,196	1,370	5	20,603	2.318
Incremental	Mid 2006 - Mid 2011	-630	-614	181	-795	105	-13	64	6	162	
	Mid 2011 - Mid 2016	-390	-381	-16	-365	90	8	131	-1	228	
	Mid 2016 - Mid 2019	230	222	3	219	114	66	82	0	262	
	Mid 2019 - Mid 2029	1,770	1,728	15	1,713	731	206	414	0	1,350	
	Mid 2019 - Mid 2039	7,070	6,875	54	6,821	2,456	580	464	0	3,501	
Mid 2019 - Buildout	24,983	24,305	108	24,197	8,264	2,615	578	0	11,456		

Derived from the County of Essex Official Plan, Adopted February 19, 2014 forecast for the Town of Tecumseh by Watson & Associates Economists Ltd., 2019. Buildout population derived from Tecumseh Water and Wastewater Master Plan, 2018 update of 47,756.

¹ Census undercount estimated at approximately 2.8%. Note: Population including the undercount has been rounded.

² Includes townhouses and apartments in duplexes.

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



Source: Historical housing activity derived from Statistics Canada building permit data for the Town of Tecumseh, 2007-2019.

1. Growth forecast represents calendar year.



Schedule 2
Town of Tecumseh

Estimate of the Anticipated Amount, Type and Location of Residential Development for which Development Charges Can Be Imposed

Development Location	Timing	Single & Semi-Detached	Multiples ¹	Apartments ²	Total Residential Units	Gross Population In New Units	Existing Unit Population Change	Net Population Increase, Excluding Institutional	Institutional Population	Net Population Including Institutional
Urban	2019 - 2029	708	206	414	1,328	3,223	(1,389)	1,834	15	1,849
	2019 - 2039	2,411	580	464	3,456	9,235	(2,245)	6,990	54	7,044
	2019 - Buildout	8,207	2,615	578	11,400	31,079	(6,207)	24,872	108	24,980
Rural ³	2019 - 2029	22	0	0	22	69	(189)	(121)	0	(121)
	2019 - 2039	45	0	0	45	137	(306)	(169)	0	(169)
	2019 - Buildout	56	0	0	56	172	(847)	(675)	0	(675)
Town of Tecumseh	2019 - 2029	731	206	414	1,350	3,291	(1,578)	1,713	15	1,728
	2019 - 2039	2,456	580	464	3,501	9,372	(2,551)	6,821	54	6,875
	2019 - Buildout	8,264	2,615	578	11,456	31,251	(7,054)	24,197	108	24,305

Derived from the County of Essex Official Plan, Adopted February 19, 2014 forecast for the Town of Tecumseh by Watson & Associates Economists Ltd., 2019. Buildout population derived from Tecumseh Water and Wastewater Master Plan, 2018 update of 47,756.

1. Includes townhouses and apartments in duplexes.

2. Includes accessory apartments, bachelor, 1-bedroom and 2-bedroom+ apartments.

3. Based on 2015-2018 annual unit average of 2.25 units per year.



Schedule 3
Town of Tecumseh
Current Year Growth Forecast
Mid 2016 to Mid 2019

		Population
Mid 2016 Population		23,229
Occupants of New Housing Units, Mid 2016 to Mid 2019	<i>Units (2)</i>	262
	<i>multiplied by P.P.U. (3)</i>	2,417
	<i>gross population increase</i>	633
Occupants of New Equivalent Institutional Units, Mid 2016 to Mid 2019	<i>Units</i>	3
	<i>multiplied by P.P.U. (3)</i>	1,100
	<i>gross population increase</i>	3
Decline in Housing Unit Occupancy, Mid 2016 to Mid 2019	<i>Units (4)</i>	8,885
	<i>multiplied by P.P.U. decline rate (5)</i>	-0.047
	<i>total decline in population</i>	-414
Population Estimate to Mid 2019		23,451
<i>Net Population Increase, Mid 2016 to Mid 2019</i>		222

- (1) 2016 population based on Statistics Canada Census unadjusted for Census undercount.
- (2) Estimated residential units constructed, Mid-2016 to the beginning of the growth period assuming a six-month lag between construction and occupancy.
- (3) Average number of persons per unit (P.P.U.) is assumed to be:

Structural Type	Persons Per Unit ¹ (P.P.U.)	% Distribution of Estimated Units ²	Weighted Persons Per Unit Average
<i>Singles & Semi Detached</i>	3.292	44%	1.432
<i>Multiples (6)</i>	1.897	25%	0.478
<i>Apartments (7)</i>	1.621	31%	0.507
Total		100%	2.417

¹ Based on 2016 Census custom database

² Based on Building permit/completion activity

- (4) 2016 households taken from Statistics Canada Census.
- (5) Decline occurs due to aging of the population and family life cycle changes, lower fertility rates and changing economic conditions.
- (6) Includes townhouses and apartments in duplexes.
- (7) Includes bachelor, 1 bedroom and 2 bedroom+ apartments.



Schedule 4a
Town of Tecumseh
Current Year Growth Forecast
Mid 2019 to Mid 2029

		Population
Mid 2019 Population		23,451
Occupants of New Housing Units, Mid 2019 to Mid 2029	<i>Units (2)</i>	1,350
	<i>multiplied by P.P.U. (3)</i>	2,438
	<i>gross population increase</i>	3,291
Occupants of New Equivalent Institutional Units, Mid 2019 to Mid 2029	<i>Units</i>	14
	<i>multiplied by P.P.U. (3)</i>	1,100
	<i>gross population increase</i>	15
Decline in Housing Unit Occupancy, Mid 2019 to Mid 2029	<i>Units (4)</i>	9,147
	<i>multiplied by P.P.U. decline rate (5)</i>	-0.173
	<i>total decline in population</i>	-1,578
Population Estimate to Mid 2029		25,179
<i>Net Population Increase, Mid 2019 to Mid 2029</i>		1,728

(1) Mid 2019 Population based on:

2016 Population (23,229) + Mid 2016 to Mid 2019 estimated housing units to beginning of forecast period (262 x = 633) + (8,885 x -0.0463 = -411) = 23,451

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

(3) Average number of persons per unit (p.p.u.) is assumed to be:

Structural Type	Persons Per Unit ¹ (P.P.U.)	% Distribution of Estimated Units ²	Weighted Persons Per Unit Average
<i>Singles & Semi Detached</i>	3.054	54%	1.653
<i>Multiples (6)</i>	1.947	15%	0.296
<i>Apartments (7)</i>	1.594	31%	0.489
<i>one bedroom or less</i>	1.316		
<i>two bedrooms or more</i>	1.703		
Total		100%	2.438

¹Persons per unit based on adjusted Statistics Canada Custom 2016 Census database.

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

(4) Mid 2019 households based upon 8,885 (2016 Census) + 262 (Mid 2016 to Mid 2019 unit estimate) = 9,147

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

(6) Includes townhouses and apartments in duplexes.

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



Schedule 4b
Town of Tecumseh
Current Year Growth Forecast
Mid 2019 to Mid 2039

			Population
Mid 2019 Population			23,451
Occupants of New Housing Units, Mid 2019 to Mid 2039	<i>Units (2)</i>	3,501	
	<i>multiplied by P.P.U. (3)</i>	2,677	
	<i>gross population increase</i>	9,372	9,372
Occupants of New Equivalent Institutional Units, Mid 2019 to Mid 2039	<i>Units</i>	49	
	<i>multiplied by P.P.U. (3)</i>	1,100	
	<i>gross population increase</i>	54	54
Decline in Housing Unit Occupancy, Mid 2019 to Mid 2039	<i>Units (4)</i>	9,147	
	<i>multiplied by P.P.U. decline rate (5)</i>	-0.279	
	<i>total decline in population</i>	-2,551	-2,551
Population Estimate to Mid 2039			30,326
<i>Net Population Increase, Mid 2019 to Mid 2039</i>			6,875

(1) Mid 2019 Population based on:

$$2016 \text{ Population } (23,229) + \text{Mid 2016 to Mid 2019 estimated housing units to beginning of forecast period } (262 \times 633) + (8,885 \times -0.0463) = -411 = 23,451$$

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

(3) Average number of persons per unit (p.p.u.) is assumed to be:

Structural Type	Persons Per Unit ¹ (P.P.U.)	% Distribution of Estimated Units ²	Weighted Persons Per Unit Average
<i>Singles & Semi Detached</i>	3.054	70%	2.143
<i>Multiples (6)</i>	1.947	17%	0.323
<i>Apartments (7)</i>	1.594	13%	0.211
<i>one bedroom or less</i>	1.316		
<i>two bedrooms or more</i>	1.703		
Total		100%	2.677

¹ Persons per unit based on Statistics Canada Custom 2016 Census database.

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

(4) Mid 2019 households based upon 8,885 (2016 Census) + 262 (Mid 2016 to Mid 2019 unit estimate) = 9,147

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

(6) Includes townhouses and apartments in duplexes.

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



Schedule 5
Town of Tecumseh
Current Year Growth Forecast
Mid 2019 to Buildout

		Population
Mid 2019 Population		23,451
Occupants of New Housing Units, Mid 2019 to Buildout	<i>Units (2)</i>	11,456
	<i>multiplied by P.P.U. (3)</i>	2,728
	<i>gross population increase</i>	31,251
Occupants of New Equivalent Institutional Units, Mid 2019 to Buildout	<i>Units</i>	98
	<i>multiplied by P.P.U. (3)</i>	1,100
	<i>gross population increase</i>	108
Decline in Housing Unit Occupancy, Mid 2019 to Buildout	<i>Units (4)</i>	11,456
	<i>multiplied by P.P.U. decline rate (5)</i>	-0,616
	<i>total decline in population</i>	-7,054
Population Estimate to Buildout		47,756
Net Population Increase, Mid 2019 to Buildout		24,305

(1) Mid 2019 Population based on:

$$2016 \text{ Population } (23,229) + \text{Mid 2016 to Mid 2019 estimated housing units to beginning of forecast period } (262 \times 633) + (8,885 \times -0.0463) = -411 = 23,451$$

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

(3) Average number of persons per unit (p.p.u.) is assumed to be:

Structural Type	Persons Per Unit ¹ (P.P.U.)	% Distribution of Estimated Units ²	Weighted Persons Per Unit Average
<i>Singles & Semi Detached</i>	3.054	72%	2.203
<i>Multiples (6)</i>	1.947	23%	0.444
<i>Apartments (7)</i>	1.594	5%	0.080
<i>one bedroom or less</i>	1.316		
<i>two bedrooms or more</i>	1.703		
Total		100%	2.728

¹ Persons per unit based on Statistics Canada Custom 2016 Census database.

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

(4) Mid 2019 households based upon 8,885 (2016 Census) + 262 (Mid 2016 to Mid 2019 unit estimate) = 9,147

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

(6) Includes townhouses and apartments in duplexes.

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



Schedule 6
Town of Tecumseh
Summary of Vacant Land Supply Housing as of 2019

Stage of Development	Density Type			
	Singles & Semi-Detached	Multiples ¹	Apartments ²	Total
Registered Plans - not built on (Note #1)	15	0	0	15
<i>% Breakdown</i>	100%	0%	0%	100%
Draft Plans approved (Note #1)	0	0	0	0
<i>% Breakdown</i>	0%	0%	0%	0%
Vacant lands designated residential and subject to development applications (Note #2)	93	0	0	93
<i>% Breakdown</i>	100%	0%	0%	100%
Vacant lands designated residential but not in development process (Note #3)	1,693	50	175	1,918
<i>% Breakdown</i>	88%	3%	9%	100%
Potential residential development proposals (Note #4)	0	97	183	280
<i>% Breakdown</i>	0%	35%	65%	100%
Future residential areas (Note #5)	1,306	1,374	420	3,100
<i>% Breakdown</i>	42%	44%	14%	100%
CIP Unallocated Potential Residential (Note #6)	0	0	282	282
<i>% Breakdown</i>	0%	0%	100%	100%
Total	3,107	1,521	1,060	5,688
<i>% Breakdown</i>	55%	27%	19%	100%

Source:

¹ Includes townhomes and apartments in duplexes.

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

Note #1 - Included in "Vacant Residential" in associated mapping

Note #2 - Included in "Vacant Residential" in associated mapping. Includes proposed Valente/Zohil subdivision and D19 BERNAT Condominium

Note #3 - Included in "Vacant Residential" in associated mapping.

Note #4 - Lands not designated residential but subject to proposals to redesignate for residential uses. Includes D19 PETTEC, D19 ROSTEC, D19 BRIDAY, D19 BASHI, and Tecumseh@Southfield Condo. Identified as "Potential Residential" in associated mapping.

Note #5 - Identified as "Future Residential" on associated mapping. As part of the Tecumseh Hamlet Secondary Plan process.

Note #6 - Residential units allocated to CIP area as per draft Dillon CIP Functional Servicing Study that have not been assigned to a specific property



Schedule 7
Town of Tecumseh
Historical Residential Building Permits

Year	Residential Building Permits			
	Singles & Semi Detached	Multiples ¹	Apartments ²	Total
2007	18	0	0	18
2008	15	0	0	15
2009	13	0	0	13
2010	20	0	0	20
2011	16	0	0	16
Sub-total	82	0	0	82
Average (2007 - 2011)	16	0	0	16
% Breakdown	100.0%	0.0%	0.0%	100.0%
2012	22	0	0	22
2013	35	0	0	35
2014	26	0	0	26
2015	46	4	59	109
2016	56	56	0	112
Sub-total	185	60	59	304
Average (2012 - 2016)	37	12	12	61
% Breakdown	60.9%	19.7%	19.4%	100.0%
2017	38	0	12	50
2018	25	0	0	25
Sub-total	63	0	12	75
% Breakdown	84.0%	0.0%	16.0%	100.0%
2007 - 2018				
Total	330	60	71	461
Average	28	5	6	38
% Breakdown	71.6%	13.0%	15.4%	100.0%

Source: Statistics Canada Publication, 64-001XIB

¹ Includes townhouses and apartments in duplexes.

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



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

Age of Dwelling	Singles and Semi-Detached						20 Year Average Adjusted
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total	
1-5	-	-	-	3.333	-	3.292	
6-10	-	-	-	3.125	-	2.903	
11-15	-	-	-	2.985	-	2.952	
16-20	-	-	1.857	3.193	3.909	3.188	3.054
20-25	-	-	2.091	2.989	-	2.980	
25-35	-	-	-	2.773	3.000	2.783	
35+	-	1.357	1.849	2.526	3.167	2.439	
Total	-	1.313	1.920	2.776	3.500	2.732	

¹ Includes townhouses and apartments in duplexes.

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

³ Adjusted based on 2001-2016 historical trends.

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

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



Schedule 8a
Essex County
Persons Per Unit by Age and Type of Dwelling
(2016 Census)

Age of Dwelling	Singles and Semi-Detached					Total	20 Year Average Adjusted
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR		
1-5	-	-	1.926	3.262	4.669	3.303	
6-10	-	-	1.906	3.317	4.524	3.360	
11-15	-	1.667	1.907	3.286	4.320	3.273	
16-20	-	1.643	1.860	3.114	4.030	3.100	3.212
20-25	-	-	2.064	2.973	3.739	2.973	
25-35	-	1.846	2.104	2.897	3.669	2.880	
35+	1.917	1.382	1.787	2.562	3.595	2.421	
Total	1.882	1.422	1.823	2.788	3.962	2.695	

Age of Dwelling	Multiples ¹					Total	20 Year Average Adjusted
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR		
1-5	-	-	1.612	2.465	-	1.897	
6-10	-	1.545	1.903	2.394	-	2.090	
11-15	-	-	1.626	2.293	-	1.949	
16-20	-	-	1.770	2.757	-	2.389	1.947
20-25	-	-	1.884	3.036	-	2.458	
25-35	-	1.000	2.045	3.124	-	2.641	
35+	-	1.251	1.887	2.830	4.053	2.297	
Total	0.857	1.252	1.835	2.778	4.321	2.278	

Age of Dwelling	Apartments ²					Total	20 Year Average Adjusted
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR		
1-5	-	1.133	2.333	-	-	1.621	
6-10	-	1.421	1.784	2.083	-	1.676	
11-15	-	1.395	1.534	2.083	-	1.536	
16-20	-	1.506	1.764	2.400	-	1.707	1.594
20-25	-	1.288	1.732	2.667	-	1.614	
25-35	0.826	1.201	1.763	3.229	-	1.529	
35+	1.101	1.193	1.878	2.645	-	1.494	
Total	1.052	1.212	1.816	2.653	2.300	1.523	

Age of Dwelling	All Density Types					Total
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	
1-5	-	1.267	1.820	3.201	4.675	3.014
6-10	-	1.474	1.862	3.217	4.524	3.017
11-15	-	1.377	1.709	3.200	4.327	2.973
16-20	-	1.515	1.803	3.082	4.109	2.891
20-25	-	1.303	1.881	2.973	3.752	2.731
25-35	1.091	1.211	1.905	2.921	3.643	2.525
35+	1.176	1.221	1.819	2.579	3.600	2.233
Total	1.217	1.239	1.820	2.785	3.965	2.458

¹ Includes townhouses and apartments in duplexes.

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

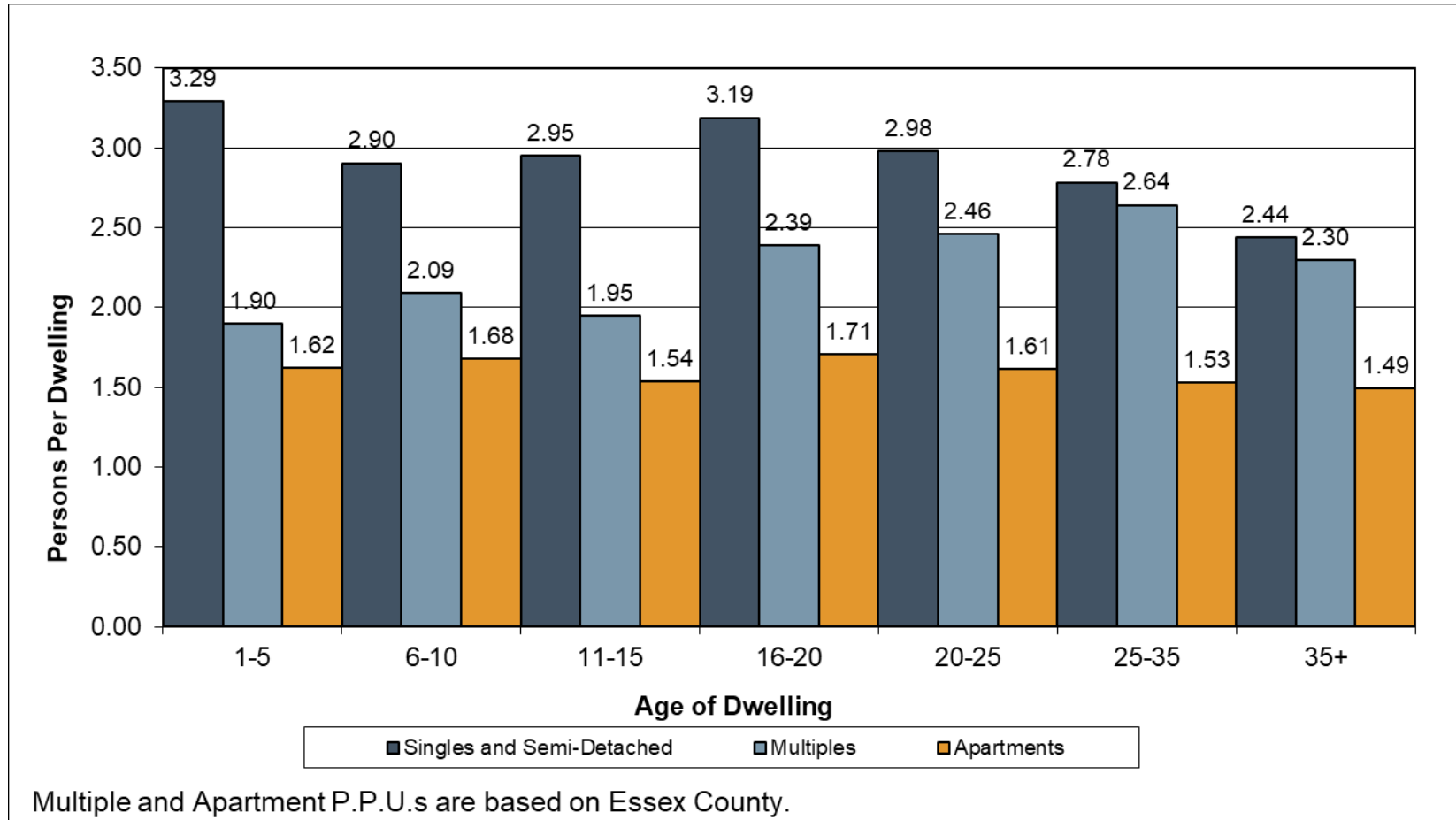
³ Adjusted based on 2001-2016 historical trends.

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

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



Schedule 9
Town of Tecumseh
Persons Per Unit by Age and Type of Dwelling
(2016 Census)





Schedule 10a Town of Tecumseh 2019 Employment Forecast

Period	Population	Activity Rate						Employment						Employment Total (Excluding Work at Home)
		Primary	Work at Home	Industrial	Commercial/ Population Related	Institutional	Total	Primary	Work at Home	Industrial	Commercial/ Population Related	Institutional	Total	
Mid 2006	24,224	0.002	0.029	0.332	0.143	0.053	0.559	50	700	8,048	3,453	1,295	13,545	12,845
Mid 2011	23,610	0.004	0.014	0.246	0.121	0.057	0.442	90	325	5,805	2,860	1,355	10,435	10,110
Mid 2016	23,229	0.004	0.025	0.366	0.162	0.065	0.622	100	570	8,498	3,768	1,505	14,440	13,870
Mid 2019	23,451	0.004	0.025	0.366	0.162	0.065	0.621	100	575	8,576	3,801	1,519	14,571	13,996
Mid 2029	25,179	0.004	0.026	0.358	0.1625	0.064	0.614	91	643	9,017	4,091	1,619	15,461	14,818
Mid 2039	30,326	0.003	0.034	0.325	0.1629	0.062	0.587	80	1,040	9,855	4,940	1,880	17,795	16,755
Buildout	47,756	0.001	0.035	0.269	0.1647	0.056	0.525	70	1,655	12,825	7,865	2,670	25,085	23,430
Incremental Change														
Mid 2006 - Mid 2011	-614	0.002	-0.015	-0.086	-0.021	0.004	-0.117	40	-375	-2,243	-593	60	-3,110	-2,735
Mid 2011 - Mid 2016	-381	0.0005	0.0108	0.1199	0.0411	0.0074	0.1797	10	245	2,693	908	150	4,005	3,760
Mid 2016 - Mid 2019	222	0.0000	0.0000	-0.0001	-0.0001	0.0000	-0.0002	0	5	79	34	14	131	126
Mid 2019 - Mid 2029	1,728	-0.0007	0.0010	-0.0076	0.0004	-0.0005	-0.0073	-9	68	441	290	100	890	822
Mid 2019 - Mid 2039	6,875	-0.0016	0.0098	-0.0407	0.0008	-0.0028	-0.0346	-20	465	1,279	1,139	361	3,224	2,759
Mid 2019 - Buildout	24,305	-0.0028	0.0101	-0.0972	0.0026	-0.0089	-0.0961	-30	1,080	4,249	4,064	1,151	10,514	9,434
Annual Average														
Mid 2006 - Mid 2011	-123	0.00035	-0.00303	-0.01727	-0.00428	0.00079	-0.02344	8	-75	-449	-119	12	-622	-547
Mid 2011 - Mid 2016	-76	0.00010	0.00215	0.02399	0.00821	0.00148	0.03593	2	49	539	182	30	801	752
Mid 2016 - Mid 2019	74	-0.00001	0.00000	-0.00003	-0.00003	0.00000	-0.00008	0	2	26	11	5	44	42
Mid 2019 - Mid 2029	173	-0.00007	0.00010	-0.00076	0.00004	-0.00005	-0.00073	-1	7	44	29	10	89	82
Mid 2019 - Mid 2039	344	-0.00008	0.00049	-0.00204	0.00004	-0.00014	-0.00173	-1	23	64	57	18	161	138
Mid 2019 - Buildout	371	-0.00004	0.00015	-0.00148	0.00004	-0.00014	-0.00147	0	17	65	62	18	161	144

Derived from the County of Essex Official Plan, Adopted February 19, 2014 forecast for the Town of Tecumseh by Watson & Associates Economists Ltd., 2019. Buildout population derived from Tecumseh Water and Wastewater Master Plan, 2018 update of 47,756.



Schedule 10b Town of Tecumseh 2019 Employment Forecast

Period	Population	Employment					Gross Floor Area in Square Feet (Estimated) ¹			
		Primary	Industrial	Commercial/ Population Related	Institutional	Total	Industrial	Commercial/ Population Related	Institutional	Total
Mid 2006	24,224	50	8,048	3,453	1,295	12,845				
Mid 2011	23,610	90	5,805	2,860	1,355	10,110				
Mid 2016	23,229	100	8,498	3,768	1,505	13,870				
Mid 2019	23,451	100	8,576	3,801	1,519	13,996				
Mid 2029	25,179	91	9,017	4,091	1,619	14,818				
Mid 2039	30,326	80	9,855	4,940	1,880	16,755				
Buildout	47,756	70	12,825	7,865	2,670	23,430				
Incremental Change										
Mid 2006 - Mid 2011	-614	40	-2,243	-593	60	-2,735				
Mid 2011 - Mid 2016	-381	10	2,693	908	150	3,760				
Mid 2016 - Mid 2019	222	0	79	34	14	126	102,000	18,500	9,800	130,300
Mid 2019 - Mid 2029	1,728	-9	441	290	100	822	573,300	159,500	70,000	802,800
Mid 2019 - Mid 2039	6,875	-20	1,279	1,139	361	2,759	1,662,700	626,400	252,700	2,541,800
Mid 2019 - Buildout	24,305	-30	4,249	4,064	1,151	9,434	5,523,700	2,235,200	805,700	8,564,600
Annual Average										
Mid 2006 - Mid 2011	-123	8	-449	-119	12	-547				
Mid 2011 - Mid 2016	-76	2	539	182	30	752				
Mid 2016 - Mid 2019	74	0	26	11	5	42	34,000	6,167	3,267	43,433
Mid 2019 - Mid 2029	173	-1	44	29	10	82	57,330	15,950	7,000	80,280
Mid 2019 - Mid 2039	344	-1	64	57	18	138	83,135	31,320	12,635	127,090
Mid 2019 - Buildout	371	0	65	62	18	144	84,401	34,153	12,311	130,866

Derived from the County of Essex Official Plan, Adopted February 19, 2014 forecast for the Town of Tecumseh by Watson & Associates Economists Ltd., 2019. Buildout population derived from Tecumseh Water and Wastewater Master Plan, 2018 update of 47,756.

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

² Square Foot Per Employee Assumptions

Industrial	1,300
Commercial/ Population Related	550
Institutional	700

* Reflects Mid 2019 to Mid 2039 forecast period



Schedule 11
Town of Tecumseh
Employment to Population Ratio by Major Employment Sector, 2006 to 2016

NAICS	Employment & Gross Floor Area (G.F.A) Forecast, 2016 To Buildout	Year			Change		Comments
		2006	2011	2016	06-11	11-16	
Employment by industry							
	Primary Industry Employment						Categories which relate to local land-based resources
11	<i>Agriculture, forestry, fishing and hunting</i>	125	90	135	-35	45	
21	<i>Mining and oil and gas extraction</i>	0	0	10	0	10	
	Sub-total	125	90	145	-35	55	
	Industrial and Other Employment						Categories which relate primarily to industrial land supply and demand
22	<i>Utilities</i>	10	20	85	10	65	
23	<i>Construction</i>	690	565	1,020	-125	455	
31-33	<i>Manufacturing</i>	6,450	4,330	6,100	-2,120	1,770	
41	<i>Wholesale trade</i>	585	590	740	5	150	
48-49	<i>Transportation and warehousing</i>	375	280	480	-95	200	
56	<i>Administrative and support</i>	105	108	190	3	83	
	Sub-total	8,215	5,893	8,615	-2,323	2,723	
	Population Related Employment						Categories which relate primarily to population growth within the municipality
44-45	<i>Retail trade</i>	965	695	925	-270	230	
51	<i>Information and cultural industries</i>	55	105	60	50	-45	
52	<i>Finance and insurance</i>	185	255	275	70	20	
53	<i>Real estate and rental and leasing</i>	270	200	225	-70	25	
54	<i>Professional, scientific and technical services</i>	420	385	635	-35	250	
55	<i>Management of companies and enterprises</i>	25	20	30	-5	10	
56	<i>Administrative and support</i>	105	108	190	3	83	
71	<i>Arts, entertainment and recreation</i>	200	160	165	-40	5	
72	<i>Accommodation and food services</i>	995	615	840	-380	225	
81	<i>Other services (except public administration)</i>	595	545	770	-50	225	
	Sub-total	3,815	3,088	4,115	-728	1,028	
	Institutional						
61	<i>Educational services</i>	570	500	640	-70	140	
62	<i>Health care and social assistance</i>	715	725	785	10	60	
91	<i>Public administration</i>	105	140	140	35	0	
	Sub-total	1,390	1,365	1,565	-25	200	
	Total Employment	13,545	10,435	14,440	-3,110	4,005	
	Population	24,224	23,610	23,229	-614	-381	
	Employment to Population Ratio						
	Industrial and Other Employment	0.34	0.25	0.37	-0.09	0.12	
	Population Related Employment	0.16	0.13	0.18	-0.03	0.05	
	Institutional Employment	0.06	0.06	0.07	0.00	0.01	
	Primary Industry Employment	0.01	0.00	0.01	0.00	0.00	
	Total	0.56	0.44	0.62	-0.12	0.18	

Source: Statistics Canada Employment by Place of Work

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



Appendix B

Level of Service



Appendix B: Level of Service

Appendix B Town of Tecumseh Summary of Service Standards as per Development Charges Act, 1997, as amended

SUMMARY OF SERVICE STANDARDS AS PER DEVELOPMENT CHARGES ACT, 1997, AS AMENDED							
Service Category	Sub-Component	10 Year Average Service Standard					Maximum Ceiling LOS
		Cost (per capita)	Quantity (per capita)		Quality (per capita)		
Services Related to a Highway	Services Related to a Highway - Roads	\$6,991.90	0.0036	km of roadways	1,942,194	per lane km	48,069,313
	Sidewalks	\$259.40	1.5677	Linear metres of sidewalks	165	per km	1,783,375
	Traffic Signals & Streetlights	\$582.20	0.0344	No. of Traffic Signals	16,924	per signal	4,002,625
	Services Related to a Highway - Depots and Domes	\$126.01	1.0209	sq.ft. of building area	123	per sq.ft.	866,319
	Services Related to a Highway - Vehicles	\$153.41	0.0019	No. of vehicles and equipment	80,742	per vehicle	1,054,694
Fire	Fire Facilities	\$230.38	0.5729	sq.ft. of building area	402	per sq.ft.	1,583,863
	Fire Vehicles	\$191.15	0.0004	No. of vehicles	477,875	per vehicle	1,314,156
	Fire Small Equipment and Gear	\$38.95	0.0074	No. of equipment and gear	5,264	per Firefighter	267,781
Police	Police Facilities	\$85.04	0.2369	sq.ft. of building area	359	per sq.ft.	584,650
Indoor & Outdoor Recreation	Parkland Development	\$682.36	0.0151	Acres of Parkland	45,189	per acre	1,179,118
	Parkland Amenities	\$538.77	0.0167	No. of parkland amenities	32,262	per amenity	930,995
	Parks Vehicles and Equipment	\$53.55	0.0023	No. of vehicles and equipment	23,283	per vehicle	92,534
	Indoor Recreation Facilities	\$1,675.34	5.1012	sq.ft. of building area	328	per sq.ft.	2,894,988
Library	Library Facilities	\$107.16	0.3827	sq.ft. of building area	280	per sq.ft.	185,172



**Town of Tecumseh
Service Standard Calculation Sheet**

Service: Services Related to a Highway - Roads
Unit Measure: km of roadways

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/km)
Commercial Main Street*	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	\$2,435,000
Minor Arterial*	13.00	13.00	13.00	13.00	13.00	13.00	13.00	13.00	13.00	13.00	\$2,431,000
Collector/Freeway Ramp*	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	\$2,059,000
Collector (Urban)*	22.60	22.60	22.60	22.60	22.60	22.60	22.60	22.60	22.60	22.60	\$2,172,000
Collector (Rural)*	16.20	16.20	16.20	16.20	16.20	16.20	16.20	16.20	16.20	16.20	\$1,818,000
Rural*	30.80	30.80	30.80	30.80	30.80	30.80	30.80	30.80	30.80	30.80	\$1,626,000
Total	84.20	84.20	84.20	84.20	84.20	84.20	84.20	84.20	84.20	84.20	

Population	23,836	23,713	23,610	23,469	23,348	23,270	23,168	23,228	23,421	23,467
Per Capita Standard	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004

10 Year Average	2009-2018
Quantity Standard	0.0036
Quality Standard	\$1,942,194
Service Standard	\$6,992

D.C. Amount (before deductions)	20 Year
Forecast Population	6,875
\$ per Capita	\$6,992
Eligible Amount	\$48,069,313

*Road Classifications updated as per the Tecumseh Transportation Master Plan (2017)



**Town of Tecumseh
Service Standard Calculation Sheet**

Service: Sidewalks
Unit Measure: Linear metres of sidewalks

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/linear metre)
Sidewalks	28,538	28,022	28,022	28,022	28,022	28,022	28,022	28,435	-	-	\$120
*Collector(Urban)/Minor Arterial	-	-	-	-	-	-	-	-	27,990	27,990	\$183
*Commercial Main	-	-	-	-	-	-	-	-	2,270	2,270	\$203
Asphalt Pathways	5,700	7,373	7,373	8,404	8,404	8,404	9,074	9,074	9,074	9,074	\$276
Total	34,238	35,395	35,395	36,426	36,426	36,426	37,096	37,509	39,334	39,334	

Population	23,836	23,713	23,610	23,469	23,348	23,270	23,168	23,228	23,421	23,467
Per Capita Standard	1.44	1.49	1.50	1.55	1.56	1.57	1.60	1.61	1.68	1.68

10 Year Average	2009-2018
Quantity Standard	1.5677
Quality Standard	\$165
Service Standard	\$259

D.C. Amount (before deductions)	20 Year
Forecast Population	6,875
\$ per Capita	\$259
Eligible Amount	\$1,783,375

*Road Classifications as per the Tecumseh Transportation Master Plan (2017)



**Town of Tecumseh
Service Standard Calculation Sheet**

Service: Traffic Signals & Streetlights
Unit Measure: No. of Traffic Signals

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/item)
Streetlights	784	784	784	784	784	784	782	820	820	828	\$13,500
Traffic Signals - Intersections	10	10	11	11	11	11	11	11	11	11	\$270,000
Total	794	794	795	795	795	795	793	831	831	839	

Population	23,836	23,713	23,610	23,469	23,348	23,270	23,168	23,228	23,421	23,467
Per Capita Standard	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.04	0.04	0.04

10 Year Average	2009-2018
Quantity Standard	0.0344
Quality Standard	\$16,924
Service Standard	\$582

D.C. Amount (before deductions)	20 Year
Forecast Population	6,875
\$ per Capita	\$582
Eligible Amount	\$4,002,625



**Town of Tecumseh
Service Standard Calculation Sheet**

Service: Services Related to a Highway - Depots and Domes
Unit Measure: sq.ft. of building area

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Depot 1 (Office Portion)	4,216	4,216	4,216	4,216	4,216	4,216	4,216	4,216	4,216	4,216	\$138	\$167
Depot 1 (Garage Portion)	6,512	6,512	6,512	6,512	6,512	6,512	6,512	6,512	6,512	6,512	\$68	\$89
Depot 2	4,544	4,544	4,544	4,544	4,544	4,544	4,544	4,544	4,544	4,544	\$166	\$197
Salt Dome (Oldcastle)	1,496	1,496	1,496	5,640	5,640	5,640	5,640	5,640	5,640	5,640	\$68	\$89
Salt Dome (Lacasse)	792	792	792	792	792	792	3,441	3,441	3,441	3,441	\$68	\$89
South Storage Barn	2,400	2,400	2,400	2,400	2,400	2,400	2,400	2,400	2,400	2,400	\$69	\$91
Total	19,960	19,960	19,960	24,104	24,104	24,104	26,753	26,753	26,753	26,753		

Population	23,836	23,713	23,610	23,469	23,348	23,270	23,168	23,228	23,421	23,467
Per Capita Standard	0.8374	0.8417	0.8454	1.0271	1.0324	1.0358	1.1547	1.1518	1.1423	1.1400

10 Year Average	2009-2018
Quantity Standard	1.0209
Quality Standard	\$123
Service Standard	\$126

D.C. Amount (before deductions)	20 Year
Forecast Population	6,875
\$ per Capita	\$126
Eligible Amount	\$866,319



**Town of Tecumseh
Service Standard Calculation Sheet**

Service: Services Related to a Highway - Vehicles
Unit Measure: No. of vehicles and equipment

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/Vehicle)
Tractor Backhoe	3	3	3	3	3	3	3	3	3	3	\$130,000
Road Sweeper Unit	1	1	1	1	1	1	1	1	1	1	\$249,000
Tractor	1	1	1	1	1	1	1	1	1	1	\$73,800
Wing Mower for Tractor	-	-	-	-	1	1	1	1	1	1	\$16,400
Dump Truck - Single Axle Plow Unit	4	4	4	4	4	4	4	4	4	4	\$213,000
Dump Truck - Tandem Axle Plow Uni	3	3	3	3	3	3	3	3	3	3	\$260,000
Pickup Truck - Ex. Cab	3	3	3	3	3	3	3	3	3	6	\$26,100
Pickup Truck - Crew Cab	2	2	2	2	2	2	2	2	2	2	\$39,200
3500 Dump Body Truck	2	2	2	2	2	2	2	2	2	2	\$57,500
Trackless Machine	1	1	1	1	1	1	1	1	1	1	\$146,000
Snowblower Shovel for Trackless	1	1	1	1	1	1	1	1	1	1	\$11,200
Leaf Vacuum Loader	2	2	2	2	2	2	-	-	-	-	\$78,700
Bobcat	-	-	1	1	1	1	1	1	1	1	\$48,300
Sewer Camera	1	2	2	2	2	2	2	2	2	2	\$17,900
Paint Machine (2004)	1	1	1	1	1	1	1	1	1	1	\$11,100
Hot Water Pressure Washer	2	2	2	2	3	3	3	3	3	3	\$6,000
Pickup Truck	4	4	4	4	4	4	4	4	4	4	\$31,200
Service Truck (Large)	2	2	2	2	2	2	2	2	2	2	\$87,500
Service Truck (Small)	-	-	1	1	1	1	1	1	1	2	\$48,800
Single Axle Dump Truck	1	1	1	1	1	1	1	-	-	-	\$135,000
Hydraulic Breaker for Backhoe	1	1	1	1	1	1	1	1	1	1	\$104,000
18' Landscape	1	1	-	-	-	-	-	-	-	-	\$29,100
Valve Operator	1	1	1	1	1	1	1	1	1	1	\$8,400
Metrotech 810	1	1	1	1	1	1	1	1	1	1	\$11,800
Steam Johnny Hydrant Thaw Unit	1	1	1	1	1	1	1	1	1	1	\$6,900
Itron Remote Reading Equipment	1	1	1	1	1	1	1	1	1	1	\$9,200
Trench Box	1	1	1	1	1	1	1	1	1	1	\$24,100
Tandem Dump Truck								1	1	1	\$14,100
Total	41	42	43	43	45	45	43	43	43	47	

Population	23,836	23,713	23,610	23,469	23,348	23,270	23,168	23,228	23,421	23,467
Per Capita Standard	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002

10 Year Average	2009-2018
Quantity Standard	0.0019
Quality Standard	\$80,742
Service Standard	\$153

D.C. Amount (before deductions)	20 Year
Forecast Population	6,875
\$ per Capita	\$153
Eligible Amount	\$1,054,694



**Town of Tecumseh
Service Standard Calculation Sheet**

Service: Fire Facilities
Unit Measure: sq.ft. of building area

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Bid'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
Station # 1	6,480	6,480	6,480	6,480	6,480	6,480	6,480	6,480	6,480	6,480	\$284	\$351
Station # 2	6,088	6,088	6,088	6,088	6,088	6,088	6,088	6,088	6,088	6,088	\$274	\$485
Station # 2 Training Building (Smoke House)	800	800	800	800	800	800	800	800	800	800	\$48	\$55
Station # 2 Training Tower	-	-	-	-	112	112	112	112	112	112	\$1,720	\$1,720
Station # 2 Confined Space Training Facility	-	-	-	-	-	-	-	1	1	1	\$50,600	\$50,600
Total	13,368	13,368	13,368	13,368	13,480	13,480	13,480	13,481	13,481	13,481		

Population	23,836	23,713	23,610	23,469	23,348	23,270	23,168	23,228	23,421	23,467
Per Capita Standard	0.5608	0.5637	0.5662	0.5696	0.5774	0.5793	0.5818	0.5804	0.5756	0.5745

10 Year Average	2009-2018
Quantity Standard	0.5729
Quality Standard	\$402
Service Standard	\$230

D.C. Amount (before deductions)	20 Year
Forecast Population	6,875
\$ per Capita	\$230
Eligible Amount	\$1,583,863

Note: The Confined Space Training Facility is provided on a per-facility basis due to the irregular shape of the structure (i.e. underground pipes)



**Town of Tecumseh
Service Standard Calculation Sheet**

Service: Fire Vehicles
Unit Measure: No. of vehicles

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/Vehicle)
Command 1	1	1	1	1	1	1	1	1	1	1	\$63,300
Command 2	1	1	1	1	1	1	1	1	1	1	\$56,300
Fire Prevention Officer Vehicle	1	1	1	1	1	1	1	1	1	1	\$28,000
Rescue 1 - Pumper	1	1	1	1	1	1	1	1	1	1	\$703,100
Rescue 2 - Engine Tanker	1	1	1	1	1	1	1	1	1	1	\$675,000
Engine 1 - Pumper	1	1	1	1	1	1	1	1	1	1	\$770,000
Engine 2 - Pumper	1	1	1	1	1	1	1	1	1	1	\$770,000
Truck 1 - Aerial (70 ft.)	1	1	1	1	1	1	1	1	1	1	\$1,353,000
Squad 2 Pick-up	1	1	1	1	1	1	1	1	1	1	\$54,500
Gem Car (Golf Cart)	1	1	1	1	1	1	1	1	1	1	\$9,600
Total	10	10	10	10	10	10	10	10	10	10	

Population	23,836	23,713	23,610	23,469	23,348	23,270	23,168	23,228	23,421	23,467
Per Capita Standard	0.0004	0.0004	0.0004	0.0004	0.0004	0.0004	0.0004	0.0004	0.0004	0.0004

10 Year Average	2009-2018
Quantity Standard	0.0004
Quality Standard	\$477,875
Service Standard	\$191

D.C. Amount (before deductions)	20 Year
Forecast Population	6,875
\$ per Capita	\$191
Eligible Amount	\$1,314,156



**Town of Tecumseh
Service Standard Calculation Sheet**

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

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/item)
Equipped Firefighters (full time)	3	3	3	3	3	3	3	3	3	3	\$6,000
Equipped Firefighters (part time)	38	38	38	38	38	38	40	40	40	40	\$6,000
Thermal Camera	2	2	2	2	2	2	2	2	2	2	\$12,000
Hydraulic Pump	4	4	4	4	4	4	4	4	4	4	\$9,800
Self Contained Breathing Apparatus	38	38	38	38	38	38	38	38	38	38	\$9,700
Self Contained Breathing Apparatus (spare bottles only)	76	76	76	76	76	76	76	76	76	76	\$1,600
Auto Extrication Cutters	4	4	4	4	4	4	4	4	4	4	\$10,000
Auto Extrication Spaders	4	4	4	4	4	4	4	4	4	4	\$9,000
Auto Extrication Ram	4	4	4	4	4	4	4	4	4	4	\$8,300
Total	173	173	173	173	173	173	175	175	175	175	

Population	23,836	23,713	23,610	23,469	23,348	23,270	23,168	23,228	23,421	23,467
Per Capita Standard	0.0073	0.0073	0.0073	0.0074	0.0074	0.0074	0.0076	0.0075	0.0075	0.0075

10 Year Average	2009-2018
Quantity Standard	0.0074
Quality Standard	\$5,264
Service Standard	\$39

D.C. Amount (before deductions)	20 Year
Forecast Population	6,875
\$ per Capita	\$39
Eligible Amount	\$267,781



**Town of Tecumseh
Service Standard Calculation Sheet**

Service: Parkland Development
Unit Measure: Acres of Parkland

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/Acre)
Abraham Cole Park	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	\$67,900
Arrowhead	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	\$67,900
Baillargeon Park	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	\$67,900
BIA Parkette	-	-	-	-	-	-	-	0.1	0.1	0.1	\$67,900
Brighton Beach	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	\$67,900
Buster Reaume Park	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	\$67,900
Carling Park	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	\$67,900
Century Park	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	\$67,900
Chippewa Park	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	\$67,900
Colonel Paul Poisson Park	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	\$67,900
Cranbrook Tot Park	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	\$67,900
Dorset Park	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	\$67,900
Dresden Park	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	\$67,900
Edgewater Park	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	\$67,900
Fairplay Woods Park	142.4	142.4	142.4	142.4	142.4	142.4	142.4	142.4	142.4	142.4	\$11,500
Gerry Lesa Park	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	\$67,900
Lacasse Park	22.6	22.6	22.6	22.6	22.6	22.6	22.6	22.6	22.6	22.6	\$67,900
Lakewood Park (north)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	\$67,900
Lakewood Park (south)	-	62.8	62.8	62.8	62.8	62.8	62.8	62.8	62.8	62.8	\$67,900
Little River Park	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1	\$67,900
Little Turtle	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	\$67,900
McAuliffe Park	20.6	20.6	20.6	20.6	20.6	20.6	20.6	20.6	20.6	20.6	\$67,900
Millenium Park	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	\$67,900
Oldcastle Heritage Park	-	-	-	-	-	1.4	1.4	1.4	1.4	1.4	\$67,900
Optimist Park	18.2	18.2	18.2	18.2	18.2	18.2	18.2	18.2	18.2	18.2	\$67,900



**Town of Tecumseh
Service Standard Calculation Sheet**

Service: Parkland Development
Unit Measure: Acres of Parkland

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/Acre)
Peace Park	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	\$67,900
Peter Cecile Park	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	\$67,900
Piqua Park	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	\$67,900
Rocheleau Park	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	\$67,900
Sculley Beach	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	\$67,900
Shawano Park	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	\$67,900
Southfield Park & Boulevard	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	\$67,900
St. Mark's Beach Park	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	\$67,900
St. Mary's	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	\$67,900
Star of the Lake	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	\$67,900
Tecumseh Centre Park	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	\$67,900
Tecumseh Dog Park	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	\$67,900
Tecumseh Soccer Fields	13.4	13.4	13.4	13.4	13.4	13.4	13.4	13.4	13.4	13.4	\$67,900
Ticonderoga	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$67,900
West St. Louis Pump Station	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	\$67,900
Weston Park	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	\$67,900
Total	296.6	359.4	359.4	359.4	359.4	360.8	360.8	360.9	360.9	360.9	

Population	23,836	23,713	23,610	23,469	23,348	23,270	23,168	23,228	23,421	23,467
Per Capita Standard	0.012	0.015	0.015	0.015	0.015	0.016	0.016	0.016	0.015	0.015

10 Year Average	2009-2018
Quantity Standard	0.0151
Quality Standard	\$45,189
Service Standard	\$682

D.C. Amount (before deductions)	10 Year
Forecast Population	1,728
\$ per Capita	\$682
Eligible Amount	\$1,179,118



**Town of Tecumseh
Service Standard Calculation Sheet**

Service: Parkland Amenities
Unit Measure: No. of parkland amenities

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/item)
Abraham Cole Park											
Playground	1	1	1	1	1	1	1	1	1	1	\$30,400
Fence	1	1	1	1	1	1	1	1	1	1	\$26,400
Asphalt Pathway	-	-	1	1	1	1	1	1	1	1	\$69,900
Park Bench (new black)	-	-	-	-	-	-	-	-	5	5	\$1,200
Garbage Can (new black)	-	-	-	-	-	-	-	-	2	2	\$980
Arena Park											
Park Bench (red metal)	1	1	1	1	1	1	1	1	1	1	\$1,400
Playground Equipment	1	1	1	1	1	1	1	1	1	1	\$16,700
Playground Surface	1	1	1	1	1	1	1	1	1	1	\$39,300
Arrowhead Park											
Playground Equipment	1	1	1	1	1	1	1	1	1	1	\$25,900
Park Bench (wood)	4	4	4	4	4	4	4	4	4	4	\$870
Parking	1	1	1	1	1	1	1	1	1	1	\$7,400
Fence	1	1	1	1	1	1	1	1	1	1	\$21,300
Basketball Court	1	1	1	1	1	1	1	1	1	1	\$7,800
Garbage Can (new black)	-	-	-	-	-	-	-	-	1	1	\$980
Baillargeon Park (partially leased)											
Playground Equipment	1	1	1	1	1	1	1	1	1	1	\$29,200
Fence	1	1	1	1	1	1	1	1	1	1	\$11,100
Concrete walkway from Strawberry Drive	1	1	1	1	1	1	1	1	1	1	\$9,300
Garbage Can (new black)	-	-	-	-	-	-	-	-	1	1	\$980
BIA Parkette (new park)											
Concrete Park Pathway	-	-	-	-	-	-	-	1	1	1	\$16,400
Irrigation System	-	-	-	-	-	-	-	1	1	1	\$11,300
Park Bench (new black)	-	-	-	-	-	-	-	3	3	3	\$1,200
Garbage Can (new black)	-	-	-	-	-	-	-	1	1	1	\$980
Wooden Pavillion	-	-	-	-	-	-	-	1	1	1	\$2,400
Brighton Beach Park											
Asphalt Pathway	1	1	1	1	1	1	1	1	1	1	\$1,400
Garbage Can (new black)	-	-	-	-	-	-	-	-	1	1	\$980
Buster Reaume Park											
Soccer Field	5	5	5	5	5	5	5	5	5	5	\$7,000
Playground Equipment	1	1	1	1	1	1	1	1	1	1	\$75,200
Parking	1	1	1	1	1	1	1	1	1	1	\$40,100
Fence	1	1	1	1	1	1	1	1	1	1	\$8,400
Park Bench (wood)	2	2	2	2	2	2	2	2	2	2	\$870
Park Bench (new black)	-	-	-	-	-	-	-	-	4	4	\$1,200
Garbage Can (new black)	-	-	-	-	-	-	-	-	1	1	\$980
Park Lighting	1	1	1	1	1	1	1	1	1	1	\$10,000
Carling Park											
Baseball Diamond	1	1	1	1	1	1	1	1	1	1	\$61,400
Park Bench (wood)	4	4	4	4	4	4	4	4	4	4	\$870
Baseball Diamond Fence	1	1	1	1	1	1	1	1	1	1	\$55,200
Bleachers	3	3	3	3	3	3	3	3	3	3	\$3,500
Playground Equipment	1	1	1	1	1	1	1	1	1	1	\$31,500
Picnic Shelter	1	1	1	1	1	1	1	1	1	1	\$10,300
Parking	1	1	1	1	1	1	1	1	1	1	\$42,000
Fence	1	1	1	1	1	1	1	1	1	1	\$13,600
Irrigation	1	1	1	1	1	1	1	1	1	1	\$12,000
Interlock Pathway (61.6 sq.m.)	1	1	1	1	-	-	-	-	-	-	\$4,100
Asphalt Pathway	-	-	-	-	-	1	1	1	1	1	\$11,100
Concrete Pathway	-	-	-	-	-	-	1	1	1	1	\$11,500
EWf Playground Surfacing	-	-	-	-	-	-	-	-	1	1	\$16,600
Garbage Can (new black)	-	-	-	-	-	-	-	-	2	2	\$980
Baseball Back Stop Fencing	-	-	-	-	-	-	-	-	-	1	\$11,800
Washrooms	-	-	-	-	-	-	1	1	1	1	\$33,400
Century Park											
Park Bench (wood)	4	4	4	4	4	4	4	4	4	4	\$870
Soccer Field	1	1	1	1	1	1	1	1	1	1	\$7,000
Basketball Court	1	1	1	1	1	1	1	1	1	1	\$36,200
Playground	1	1	1	1	1	1	1	1	1	1	\$37,900
Fence	1	1	1	1	1	1	1	1	1	1	\$17,600
Asphalt Pathway to Basketball Court	1	1	1	1	1	1	1	1	1	1	\$8,000
Park Bench (new black)	-	-	-	-	-	-	-	-	1	1	\$1,200
Garbage Can (new black)	-	-	-	-	-	-	-	-	1	1	\$980
Chippewa Park											
Asphalt Driveway	1	1	1	1	1	1	1	1	1	1	\$10,600
Park Bench (wood)	2	2	2	2	2	2	2	2	2	2	\$870
Asphalt Pathway and 2 Asphalt Pads	1	1	1	1	1	1	1	1	1	1	\$9,000
Asphalt Pathway	-	-	-	-	-	-	1	1	1	1	\$21,400
Garbage Can (new black)	-	-	-	-	-	-	-	1	1	1	\$980
Cranbrook Park											
Playground Equipment	1	1	1	1	1	1	-	-	-	-	\$25,900
Playground Equipment	-	-	-	-	-	-	-	1	1	1	\$31,800
EWf Playground Surfacing	-	-	-	-	-	-	-	1	1	1	\$10,900
Swing Set	-	-	-	-	-	-	-	-	1	1	\$8,600
Park Bench (wood)	3	3	3	3	3	3	-	-	-	-	\$870
Basketball Court	1	1	1	1	1	1	1	1	1	1	\$6,300
Fence	1	1	1	1	1	1	1	1	1	1	\$7,300
Garbage Can (new black)	-	-	-	-	-	-	-	-	1	1	\$980
Dorset Park											
Playset	1	1	1	1	1	1	1	1	1	1	\$25,900
Swing Set	1	1	1	1	1	1	1	1	1	1	\$13,000
Picnic Shelter	1	1	1	1	1	1	1	1	1	1	\$21,300
Basketball Court	1	1	1	1	1	1	1	1	1	1	\$6,100
Fence	1	1	1	1	1	1	1	1	1	1	\$5,700
Park Bench (Brown Metal)	2	2	2	2	2	2	2	2	2	2	\$1,100
Garbage Can (new black)	-	-	-	-	-	-	-	1	1	1	\$980
Dresden Park											
Park Bench (Brown Metal)	2	2	2	2	2	2	2	2	2	2	\$1,100
Picnic Shelter	1	1	1	1	1	1	1	1	1	1	\$14,200
Playground Equipment	1	1	1	1	1	1	1	1	1	1	\$25,900



**Town of Tecumseh
Service Standard Calculation Sheet**

Service: Parkland Amenities
Unit Measure: No. of parkland amenities

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/item)
Basketball Court	1	1	1	1	1	1	1	1	1	1	\$6,100
Fence	1	1	1	1	1	1	1	1	1	1	\$5,500
Garbage Can (new black)	-	-	-	-	-	-	1	1	1	1	\$980
ERCA Trail											
Culverts	-	-	-	-	-	-	-	-	1	1	\$90,500
Entrance Gates	-	-	-	-	-	-	-	-	1	1	\$40,900
Boardwalk	-	-	-	-	-	-	-	-	1	1	\$91,200
Granular Base	-	-	-	-	-	-	-	-	1	1	\$574,700
Edgewater Beach Park											
Asphalt Pathway	1	1	1	1	1	1	1	1	1	1	\$3,500
Park Bench (wood)	1	1	1	1	1	1	1	1	1	1	\$870
Breakwall	1	1	1	1	1	1	1	1	1	1	\$22,000
Garbage Can (new black)	-	-	-	-	-	-	-	1	1	1	\$980
Gerry Lesa Park											
Park Bench (wood)	1	1	1	1	1	1	1	1	1	1	\$870
Playground	1	1	1	1	1	1	1	1	1	1	\$21,800
EWF Playground Surfacing	-	-	-	-	-	-	1	1	1	1	\$11,900
Fence	1	1	1	1	1	1	1	1	1	1	\$12,500
Concrete Pathway	1	1	1	1	1	1	1	1	1	1	\$6,500
Garbage Can (new black)	-	-	-	-	-	-	-	1	1	1	\$980
Lacasse Park											
Baseball Diamond	1	1	1	1	1	1	1	1	1	1	\$154,300
Baseball Diamond Lighting	1	1	1	1	1	1	1	1	1	1	\$411,900
Baseball Diamond Scoreboard	-	-	-	-	1	1	1	1	1	1	\$65,200
Baseball Diamond Fence	-	-	-	-	1	1	1	1	1	1	\$34,200
Grandstand	1	1	1	1	1	1	1	1	1	1	\$242,000
Baseball Storage Building	-	-	-	-	1	1	1	1	1	1	\$28,400
Playground Equipment	1	1	1	1	1	1	1	1	1	1	\$44,000
Boundless Playground	1	1	1	1	1	1	1	1	1	1	\$210,200
Park Bench (red metal)	11	11	11	11	11	11	11	11	11	11	\$1,400
Washrooms	2	2	2	2	2	2	2	2	2	2	\$18,900
Concession Stand/Maintenance Storage	1	1	1	1	1	1	1	1	1	1	\$91,000
Club House	1	1	1	1	1	1	1	1	1	1	\$226,200
Picnic Shelter (small)	2	2	1	1	1	1	1	1	1	1	\$16,400
Picnic Shelter (large)	-	-	1	1	1	1	1	1	1	1	\$102,500
Parking	1	1	1	1	1	1	1	1	1	1	\$94,500
Parking	1	1	1	1	1	1	1	1	1	1	\$21,600
Trail	1	1	1	1	1	1	1	1	1	1	\$30,000
Trail	-	-	-	1	1	1	1	1	1	1	\$53,600
Fence	1	1	1	1	1	1	1	1	1	1	\$51,000
Irrigation	-	1	1	1	1	1	1	1	1	1	\$28,800
Walkway to Boundless Playground	1	1	1	1	1	1	1	1	1	1	\$8,500
EWF Playground Surfacing	-	-	-	-	-	-	-	-	1	1	\$6,100
Concrete Work at Lacasse Baseball	-	-	-	-	-	-	-	1	1	1	\$8,700
Drainage Improvements South	-	-	-	-	-	-	-	1	1	1	\$10,600
Drainage Improvements Baseball	-	-	-	-	-	-	1	1	1	1	\$7,200
Garbage Can (new black)	-	-	-	-	-	-	3	3	3	3	\$980
Lakewood North											
Gazebo	-	-	-	1	1	1	1	1	1	1	\$80,500
Building	-	-	-	1	1	1	1	1	1	1	\$1,089,000
Building Seatwall and Pillar	-	-	-	1	1	1	1	1	1	1	\$40,800
Building Paving	-	-	-	1	1	1	1	1	1	1	\$13,000
Boarwalk	-	-	-	1	1	1	1	1	1	1	\$558,000
Boarwalk Railing (steel)	-	-	-	1	1	1	1	1	1	1	\$78,400
Irrigation System	-	-	-	1	1	1	1	1	1	1	\$120,000
Lighting/Electrical (park)	-	-	-	1	1	1	1	1	1	1	\$456,000
Lighting (ballard)	-	-	-	1	1	1	1	1	1	1	\$60,300
Parking Lot (asphalt)	-	-	-	1	1	1	1	1	1	1	\$143,000
Observation Pier	-	-	-	1	1	1	1	1	1	1	\$452,000
Lighting (Observation pier)	-	-	-	1	1	1	1	1	1	1	\$59,400
Sanitary Sewer	-	-	-	1	1	1	1	1	1	1	\$22,000
Storm Sewer	-	-	-	1	1	1	1	1	1	1	\$293,700
Watermain	-	-	-	1	1	1	1	1	1	1	\$43,700
Sidewalk (concrete)	-	-	-	1	1	1	1	1	1	1	\$29,700
Walkway (asphalt)	-	-	-	1	1	1	1	1	1	1	\$83,700
Walkway (concrete)	-	-	-	1	1	1	1	1	1	1	\$25,500
Armourstone Wall	-	-	-	1	1	1	1	1	1	1	\$58,100
Entrance Paving (asphalt)	-	-	-	1	1	1	1	1	1	1	\$9,800
Entrance Paving (concrete)	-	-	-	1	1	1	1	1	1	1	\$18,700
Entrance Wall	-	-	-	1	1	1	1	1	1	1	\$29,900
Gabion Wall	-	-	-	1	1	1	1	1	1	1	\$20,700
Mariner's Star Paving (colour concrete)	-	-	-	1	1	1	1	1	1	1	\$39,100
Freestanding Pillar	-	-	-	1	1	1	1	1	1	1	\$42,400
Plaza Paving (concrete)	-	-	-	1	1	1	1	1	1	1	\$164,000
Rubber Park Surface	-	-	-	1	1	1	1	1	1	1	\$42,200
Main Spine Paving	-	-	-	1	1	1	1	1	1	1	\$66,700
Dragon Garden Paving	-	-	-	1	1	1	1	1	1	1	\$87,500
Curbing throughout park (concrete)	-	-	-	1	1	1	1	1	1	1	\$105,500
Bench	-	-	-	10	10	10	10	10	10	10	\$1,900
Bench (backless)	-	-	-	4	4	4	4	4	4	4	\$1,200
Bike Rack	-	-	-	9	9	9	9	9	9	9	\$340
Garbage Can	-	-	-	12	12	12	12	12	12	12	\$130
Picnic Table	-	-	-	6	6	6	6	6	6	6	\$2,400
Bollard	-	-	-	2	2	2	2	2	2	2	\$570
Lakewood South											
Pathway Manning into Park	-	-	-	-	-	-	1	1	1	1	\$84,150
Climbing Boulder	-	-	-	-	-	-	-	1	1	1	\$60,550
Disc Golf Baskets	-	-	-	-	-	-	-	1	1	1	\$20,740
Disc Golf Tee Pads	-	-	-	-	-	-	-	1	1	1	\$12,620
Exercise Equipment	-	-	-	-	-	-	-	1	1	1	\$95,070
Iron Railing	-	-	-	-	-	-	1	1	1	1	\$16,280
Lighting for Riverside Dr Parking Lot	-	-	-	-	-	-	1	1	1	1	\$71,880
Pedestrian Bridge	-	-	-	-	-	-	-	1	1	1	\$176,970
Stone Trail - Interior of Lakewood	-	-	-	-	-	-	-	1	1	1	\$96,200
Trail (Granular base and asphalt)	-	-	-	-	-	-	-	1	1	1	\$43,140
Trail Asphalt - perimeter trail	-	-	-	-	-	-	-	1	1	1	\$287,430
Trail Granular Base	-	-	-	-	-	-	1	1	1	1	\$112,070
Trail Granular Base	-	-	-	-	-	-	1	1	1	1	\$8,170
Concrete Trail at Head of Channel	-	-	-	-	-	-	1	1	1	1	\$20,070
Drainage adjacent Channel	-	-	-	-	-	-	-	1	1	1	\$12,430
Parking Lot at Hayes	-	-	-	-	-	-	1	1	1	1	\$116,880
Parking Lot Drainage at Hayes	-	-	-	-	-	-	-	1	1	1	\$12,430



**Town of Tecumseh
Service Standard Calculation Sheet**

Service: Parkland Amenities
Unit Measure: No. of parkland amenities

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/item)
Little River Park											
Baseball Diamond	1	1	1	1	1	1	1	1	1	1	\$62,000
Park Bench (wood)	4	4	4	4	4	4	4	4	4	4	\$870
Bleachers	2	2	2	2	2	2	2	2	2	2	\$3,500
Playground Equipment	1	1	1	1	1	1	1	1	1	1	\$60,300
Picnic Shelter	1	1	1	1	1	1	1	1	1	1	\$14,200
Parking	1	1	1	1	1	1	1	1	1	1	\$9,200
Basketball Court	1	1	1	1	1	1	1	1	1	1	\$12,400
Fence	1	1	1	1	1	1	1	1	1	1	\$29,900
Asphalt Pathway	1	1	1	1	1	1	1	1	1	1	\$47,800
Extension to Backstop	-	-	-	-	-	-	-	-	1	1	\$7,700
Garbage Can (black metal)	-	-	-	-	-	-	2	2	2	2	\$980
Little Turtle Park											
Park Bench (wood)	1	1	1	1	1	1	1	1	1	1	\$870
McAuliffe Park (partially leased)											
Maintenance Shed/Washrooms/Food Booth	1	1	1	1	1	1	1	1	1	1	\$68,000
Field House	-	-	1	1	1	1	1	1	1	1	\$172,000
Picnic Shelter	1	1	-	-	-	-	-	-	-	-	\$32,500
Pavillion (small)	-	-	1	1	1	1	1	1	1	1	\$50,000
Pavillion (large)	-	-	1	1	1	1	1	1	1	1	\$71,400
Park Bench (Wood)	6	6	6	6	6	6	6	6	6	6	\$870
Playground Equipment	1	1	-	-	-	-	-	-	-	-	\$58,400
Boundless Playground Equipment	-	-	1	1	1	1	1	1	1	1	\$259,000
Baseball Diamond	3	3	3	3	3	3	3	3	3	3	\$131,000
Baseball Diamond Lighting	-	-	1	1	1	1	1	1	1	1	\$171,000
Soccer Field (large)	3	3	3	3	3	3	3	3	3	3	\$7,000
Soccer Field (small)	1	1	1	1	1	1	1	1	1	1	\$3,500
North Parking (base)	1	1	1	1	1	1	1	1	1	1	\$122,000
North Parking (surface)	1	1	1	1	1	1	1	1	1	1	\$53,400
South Parking (base)	1	1	1	1	1	1	1	1	1	1	\$268,000
South Parking (surface)	1	1	1	1	1	1	1	1	1	1	\$52,100
Parking lot (south lot west of St. Alphonse)	1	1	1	1	1	1	1	1	1	1	\$38,100
Parking Lot Lighting	-	-	1	1	1	1	1	1	1	1	\$25,200
Tennis Court (double)	1	1	1	1	1	1	1	1	1	1	\$92,000
Fence	1	1	1	1	1	1	1	1	1	1	\$57,400
Stone Path	1	1	-	-	-	-	-	-	-	-	\$44,600
Asphalt Pathway	-	-	1	1	1	1	1	1	1	1	\$260,000
Bleachers	-	-	6	6	6	6	6	6	6	6	\$3,000
Baseball Diamond A Expansion	-	-	-	-	-	-	1	1	1	1	\$6,800
Additional power distribution box	-	-	-	-	-	-	-	-	1	1	\$14,700
Garbage Can (black metal)	-	-	-	-	-	-	-	3	3	3	\$980
Millenium Park											
Park Bench (wood)	2	2	2	2	2	2	2	2	2	2	\$870
Garbage Can (new black)	-	-	-	-	-	-	2	2	2	2	\$980
Oldcastle Heritage Park (new park)											
Park Bench (wood)	-	-	-	-	-	4	4	4	4	4	\$870
Gravel Pathway	-	-	-	-	-	1	1	1	1	1	\$13,900
Wooden Pavillion	-	-	-	-	-	1	1	1	1	1	\$2,400
Garbage Can (black metal)	-	-	-	-	-	-	1	1	1	1	\$980
Optimist Park (Green Acres)											
Playground Equipment	1	1	1	1	1	1	1	1	1	1	\$81,100
Park Bench (red metal)	2	2	2	2	2	2	2	2	2	2	\$1,400
Picnic Shelter	1	1	1	1	1	1	1	1	1	1	\$10,300
Tennis Court (double)	1	1	1	1	1	1	1	1	1	1	\$67,600
Baseball Diamond	3	3	3	3	3	3	3	3	3	3	\$62,000
Bleachers	4	4	4	4	4	4	4	4	4	4	\$3,500
Soccer Field (full size)	3	3	3	3	3	3	3	3	3	3	\$7,000
Soccer Field (small)	5	5	5	5	5	5	5	5	5	5	\$3,500
Fence	1	1	1	1	1	1	1	1	1	1	\$12,600
EWB Playground Surfacing	-	-	-	-	-	-	1	1	1	1	\$8,800
Parking Lot	-	-	-	-	-	-	1	1	1	1	\$22,000
Playset #2	-	-	-	-	-	-	1	1	1	1	\$20,900
Tennis Court Surfacing	-	-	-	-	-	-	1	1	1	1	\$20,600
Garbage Can (new black)	-	-	-	-	-	-	-	5	5	5	\$980
Peace Park											
Playground Equipment	1	1	1	1	1	1	1	1	1	1	\$32,400
Asphalt Pathway	1	1	1	1	1	1	1	1	1	1	\$12,500
Picnic Shelter	1	1	1	1	1	1	1	1	1	1	\$37,400
Basketball Court	1	1	1	1	1	1	1	1	1	1	\$6,100
Fence	1	1	1	1	1	1	1	1	1	1	\$21,500
Garbage Can (new black)	-	-	-	-	-	-	1	1	1	1	\$980
Piqua Park											
Playground Equipment	1	1	1	1	1	1	1	1	1	1	\$82,300
Basketball Court (unlit)	1	1	1	1	1	1	1	1	1	1	\$38,000
Fence	1	1	1	1	1	1	1	1	1	1	\$19,700
Park Bench (wood)	1	1	1	1	1	1	1	1	1	1	\$870
Garbage Can (new black)	-	-	-	-	-	-	2	2	2	2	\$980
Rocheleau Park											
Playground Equipment	1	1	1	1	1	1	1	1	1	1	\$42,600
Soccer Field	1	1	1	1	1	1	1	1	1	1	\$7,000
Basketball Court	1	1	1	1	1	1	1	1	1	1	\$11,200
Picnic Shelter	1	1	1	1	1	1	1	1	1	1	\$37,400
Fence	1	1	1	1	1	1	1	1	1	1	\$10,000
Park Bench (wood)	5	5	5	5	5	5	5	5	5	5	\$870
Garbage Can (new black)	-	-	-	-	-	-	2	2	2	2	\$980
Rohrer Parkette (new parkette)											
Concrete Pathway	-	-	-	-	-	-	-	-	1	1	\$12,620
Garbage Can with Recycle Unit	-	-	-	-	-	-	-	-	1	1	\$1,840
Benches Black Metal	-	-	-	-	-	-	-	-	2	2	\$1,200
Garbage Can (new black)	-	-	-	-	-	-	2	2	2	2	\$980
St. Mark's Beach Park											
Asphalt Pathway	1	1	1	1	1	1	1	1	1	1	\$5,900
Park Bench (Wood)	1	1	1	1	1	1	1	1	1	1	\$870
Garbage Can (new black)	-	-	-	-	-	-	-	1	1	1	\$980
St. Mary's Park (partially leased)											
Baseball Diamond	2	2	2	2	2	2	2	2	2	2	\$56,900
Baseball Diamond Floodlights	1	1	1	1	1	1	1	1	1	1	\$136,700
Scoreboard	-	1	1	1	1	1	1	1	1	1	\$7,800



**Town of Tecumseh
Service Standard Calculation Sheet**

Service: Parkland Amenities
Unit Measure: No. of parkland amenities

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/item)
Tennis Court	1	1	1	1	1	1	1	1	1	1	\$57,900
Playground Equipment	1	1	1	1	1	1	1	1	1	1	\$35,400
Food Booth/Picnic Shelter/Washrooms	1	1	1	1	1	1	1	1	1	1	\$50,000
Fence	1	1	1	1	1	1	1	1	1	1	\$18,300
Fence along Outfield	1	1	1	1	1	1	1	1	1	1	\$7,600
Pole Barn (tractor shed)	1	1	1	1	1	1	1	1	1	1	\$30,400
Splash Pad	-	-	-	-	-	-	-	-	-	1	\$180,400
Concrete Path (parking lot to tennis court)	1	1	1	1	1	1	1	1	1	1	\$4,100
Asphalt Parking Lot	-	-	1	1	1	1	1	1	1	1	\$126,000
Bleachers	-	-	-	-	5	5	5	5	5	5	\$3,900
Garbage Can Black	-	-	-	-	-	-	-	-	2	2	\$980
Sculley Beach Park											
Asphalt Pathway	1	1	1	1	1	1	1	1	1	1	\$4,100
Shawano Park											
Playground Equipment	1	1	1	1	1	1	1	1	1	1	\$54,600
Baseball Diamond (unlit)	1	1	1	1	1	1	1	1	1	1	\$62,000
Pickleball Court (double)	-	-	-	-	1	1	1	1	1	1	\$116,000
Tennis Court (double)	1	1	1	1	-	-	-	-	-	-	\$116,000
Park Bench (Wood)	4	4	4	4	4	4	4	4	4	4	\$870
Parking	1	1	1	1	1	1	1	1	1	1	\$16,700
Fence	1	1	1	1	1	1	1	1	1	1	\$32,400
Asphalt Pathway	1	1	1	1	1	1	1	-	-	-	\$9,800
Asphalt Pathway	-	-	-	-	-	-	-	1	1	1	\$47,800
Garbage Can Black	-	-	-	-	-	-	-	-	2	2	\$980
Southfield Park											
Picnic Shelter (small)	1	1	1	1	1	1	1	1	1	1	\$21,300
Playground Equipment	1	1	1	1	1	1	1	1	1	1	\$70,000
Parking	1	1	1	1	1	1	1	1	1	1	\$13,800
Concrete Pathway	1	1	1	1	1	1	1	1	1	1	\$13,800
Park Bench (Wood)	5	5	5	5	5	5	5	5	5	5	\$870
Fence	1	1	1	1	1	1	1	1	1	1	\$30,000
Garbage Can Black	-	-	-	-	-	-	-	-	2	2	\$980
Star of the Lake Park											
Concrete Pathway to Water's Edge	1	1	1	1	1	1	1	1	1	1	\$6,100
Park Bench (wood)	2	2	2	2	2	2	2	2	2	2	\$870
Garbage Can Black Metal	-	-	-	-	-	-	-	1	1	1	\$980
Tecumseh Center Park (Town Hall Park)											
Baseball Diamond	2	2	2	2	2	2	2	2	2	2	\$62,000
North diamond outfield fence, backstop, dugout	-	-	-	1	1	1	1	1	1	1	\$49,500
Bleachers	3	3	3	6	6	6	6	6	6	6	\$3,500
Fence at Herber Field Diamond	1	1	1	1	1	1	1	1	1	1	\$56,000
Fence at North Diamond & Roadway	1	1	1	1	1	1	1	1	1	1	\$9,900
Backstop	-	-	1	1	1	1	1	1	1	1	\$13,300
Playground Equipment	1	1	1	1	1	-	-	-	-	-	\$54,300
Picnic Shelter	1	1	1	1	1	1	1	1	1	1	\$10,300
Pathway	-	1	1	1	1	1	1	1	1	1	\$19,000
Baseball Storage Building	-	-	-	1	1	1	1	1	1	1	\$11,500
Drainage	-	-	1	1	1	1	1	1	1	1	\$7,600
Skateboard Park	-	-	-	-	1	1	1	1	1	1	\$372,250
Pathway Along McNorton	-	-	-	-	-	-	-	1	1	1	\$53,730
Garbage Can (new black)	-	-	-	-	-	-	-	-	3	3	\$980
Tecumseh Dog Park											
Parking Lot	-	1	1	1	1	1	1	1	1	1	\$81,100
Fence (chain link)	1	1	1	1	1	1	1	1	1	1	\$28,600
Fence (privacy)	1	1	1	1	1	1	1	1	1	1	\$9,400
Asphalt Pathway	1	1	1	1	1	1	1	1	1	1	\$53,900
Drainage	1	1	1	1	1	1	1	1	1	1	\$9,700
Concrete pads (2 in park; 1 at parking lot)	1	1	1	1	1	1	1	1	1	1	\$30,200
Shade Bench	-	-	-	3	3	3	3	3	3	3	\$5,500
Tecumseh Soccer Fields											
Soccer Field (with drainage)	3	3	3	3	3	3	3	3	3	3	\$52,700
Fence	1	1	1	1	1	1	1	1	1	1	\$28,600
North Parking Lot	1	1	1	1	1	1	1	1	1	1	\$36,700
South Parking Lot	1	1	1	1	1	1	1	1	1	1	\$30,000
Sprinkler System	1	1	1	1	1	1	1	1	1	1	\$68,700
Asphalt Pathway	1	1	1	1	1	1	1	1	1	1	\$87,400
Garbage Can (new black)	-	-	-	-	-	-	-	-	2	2	\$980
Ticonderoga Park											
Playground Equipment	1	1	1	1	1	1	1	1	1	1	\$37,800
Park Bench (red metal)	4	4	4	4	4	4	4	4	4	4	\$1,400
Park Bench (wood)	4	4	4	4	4	4	4	4	4	4	\$870
Picnic Table (red metal)	4	4	4	4	4	4	4	4	4	4	\$620
Basketball Court	1	1	1	1	1	1	1	1	1	1	\$25,100
Irrigation	1	1	1	1	1	1	1	1	1	1	\$7,000
Retaining Wall	1	1	1	1	1	1	1	1	1	1	\$20,300
Interlocking Paver Pathway	1	1	1	1	1	1	1	1	1	1	\$114,100
Fence	1	1	1	1	1	1	1	1	1	1	\$12,000
Garbage Can (new black)	-	-	-	-	-	-	-	-	3	3	\$980
Weston Park											
Playground Equipment	1	1	1	1	1	1	1	1	1	1	\$33,400
Baseball Diamond	1	1	1	1	2	2	2	2	2	2	\$23,400
North Diamond Fence	-	-	-	-	1	1	1	1	1	1	\$12,100
Baseball Diamond (gravel infield)	1	1	1	1	-	-	-	-	-	-	\$61,400
Food Booth/Picnic Shelter/Washrooms	1	1	1	1	1	1	1	1	1	1	\$52,200
Tennis Court (double)	1	1	1	1	1	1	1	1	1	1	\$86,500
Parking	1	1	1	1	1	1	1	1	1	1	\$57,400
Parking Lot Extension	1	1	1	1	1	1	1	1	1	1	\$12,600
Basketball Court	1	1	1	1	1	1	1	1	1	1	\$12,200
Fence	1	1	1	1	1	1	1	1	1	1	\$5,100
Park Bench (wood)	1	1	1	1	1	1	1	1	1	1	\$870
Batting Cage	-	-	-	-	-	-	-	1	1	1	\$26,910
Garbage Can (new black)	-	-	-	-	-	-	-	-	1	1	\$980
Soccer Field (small)	1	1	1	1	1	1	1	1	1	1	\$3,500
Total	276	280	294	376	386	394	429	468	506	508	

Population	23,836	23,713	23,610	23,469	23,348	23,270	23,168	23,228	23,421	23,467
Per Capita Standard	0.012	0.012	0.013	0.016	0.017	0.017	0.019	0.020	0.022	0.022

10 Year Average	2009-2018
Quantity Standard	0.0167
Quality Standard	\$32,262
Service Standard	\$539

D.C. Amount (before deductions)	10 Year
Forecast Population	1,728
\$ per Capita	\$539
Eligible Amount	\$930,995



**Town of Tecumseh
Service Standard Calculation Sheet**

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

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/Vehicle)
Pickup Truck	8	8	8	8	8	8	8	7	7	7	\$35,000
One ton truck with dump body	-	-	-	-	-	-	-	1	1	1	\$65,000
Landscape Trailer	3	3	3	3	3	3	3	3	3	4	\$5,400
Dump Trailer	2	2	2	2	2	2	2	2	2	1	\$6,400
Tilt Trailer	1	1	1	1	1	1	1	1	1	1	\$7,100
Float Trailer	1	1	1	1	1	1	1	1	1	1	\$9,700
Small Dump Trailer for RTV	-	-	-	-	-	-	-	1	1	1	\$2,900
50 hp Kubota Tractor	1	1	1	1	1	1	1	1	1	1	\$44,800
30 hp Kubota Tractor	1	1	1	1	1	1	1	1	1	1	\$25,500
30 hp John Deere Tractor	2	2	2	2	2	-	-	-	-	-	\$30,200
40 hp Kubota Tractor						2	2	2	2	2	\$34,400
Kubota 326 Mower	3	3	3	3	3	3	3	4	4	4	\$15,500
Kubota 331 Mower	1	1	2	2	2	2	2	2	2	2	\$18,300
Jacobsen 6010 Mower	2	2	2	2	1	1	1	1	1	-	\$49,900
Jacobsen 700 Rotary Mower										1	\$85,300
Jacobsen 9016 Mower	-	-	-	-	1	1	1	-	-	-	\$78,100
Jacobsen R311 Rotary Mower								1	1	1	\$70,700
Kubota RTV Utility Vehicle	-	-	2	2	2	2	2	3	3	3	\$18,600
John Deere Gator Utility Vehicle	-	-	-	1	1	1	1	1	1	1	\$11,800
Golf Cart (Solar)	-	-	-	1	1	1	1	1	1	1	\$6,700
Bobcat Skidsteer	-	-	1	1	1	1	1	1	-	-	\$46,700
Kubota Skidsteer									1	1	\$56,000
S 185 Bobcat Loader	1	1	-	-	-	-	-	-	-	-	\$48,300
Brillion Overseeder BOS4F2	1	1	1	1	1	1	1	1	1	1	\$19,800
Verti-Drain 2020 Top Dresser	-	-	-	-	1	1	1	1	1	1	\$22,600
Ball Diamond Groomer	1	1	1	1	1	1	1	1	1	1	\$8,200
Rotomaster 3000 Blade Sharpener/Grinder	1	1	1	1	1	1	1	1	-	-	\$9,200
3 Point Hitch Leaf Blower (Air Flow Chute)	1	1	1	1	1	1	1	1	1	1	\$7,100
Aerator	1	1	1	1	1	1	1	1	1	1	\$9,200



**Town of Tecumseh
Service Standard Calculation Sheet**

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

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Value (\$/Vehicle)	
100 Gallon Water Tank	1	1	1	1	1	1	1	1	1	1	\$8,600	
Sodcutter	1	1	1	1	1	1	1	1	1	1	\$8,100	
Hot Water Pressure Washer	-	-	-	1	1	1	1	1	1	1	\$5,900	
Snow Plow	2	2	2	3	3	3	3	3	3	3	\$7,100	
Truck Bed Salter						1	1	1	1	1	\$6,400	
BLECevator Rototiller							1	1	1	1	\$16,000	
RTV Snow Plow										1	\$5,700	
RTV Rear Salter										1	\$5,700	
Hitch Mounted Fertilizer Spreader								1	1	1	\$5,200	
Reist Landscape Scraper			1	1	1	1	1	1	1	1	\$3,500	
Loader Attachment (Front-end Bucket)	1	1	1	1	1	1	1	1	1	1	\$9,100	
Loader Attachment (Rear-End Counter Weight)	1	1	1	1	1	1	1	1	1	1	\$6,300	
Zamboni	2	2	2	2	2	2	2	2	2	2	\$99,700	
Pickup Truck (Arena)	1	1	1	1	1	1	1	1	1	1	\$26,500	
Pickup Truck (Recreation)	-	-	-	-	-	-	-	-	-	-	1	\$29,600
Minivan (Recreation)	-	-	-	-	-	-	-	-	-	-	1	\$24,800
Scissorlift	-	-	1	1	1	1	1	1	1	1	\$7,200	
Autoscrubber	3	3	3	3	3	3	3	3	3	3	\$8,100	
Total	44	44	49	53	54	55	56	60	59	63		

Population	23,836	23,713	23,610	23,469	23,348	23,270	23,168	23,228	23,421	23,467
Per Capita Standard	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.003	0.003	0.003

10 Year Average	2009-2018
Quantity Standard	0.0023
Quality Standard	\$23,283
Service Standard	\$54

D.C. Amount (before deductions)	10 Year
Forecast Population	1,728
\$ per Capita	\$54
Eligible Amount	\$92,534



**Town of Tecumseh
Service Standard Calculation Sheet**

Service: Indoor Recreation Facilities
Unit Measure: sq.ft. of building area

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Bld'g Value (\$/sq.ft.)	Value/sq.ft. with land, site works, etc.
St. Clair Beach Community Centre	5,250	5,250	5,250	5,250	5,250	5,250	5,250	5,250	5,250	5,250	\$186	\$220
Golden Age Senior Centre	3,900	3,900	3,900	3,900	3,900	3,900	3,900	3,900	3,900	3,900	\$186	\$255
Arena 1	84,170	84,170	84,170	85,158	88,662	88,662	88,662	88,662	88,662	88,662	\$258	\$310
Leisure Pool Facility	23,500	23,500	23,500	23,500	23,500	23,500	23,500	23,500	23,500	23,500	\$380	\$433
Total	116,820	116,820	116,820	117,808	121,312	121,312	121,312	121,312	121,312	121,312		

Population	23,836	23,713	23,610	23,469	23,348	23,270	23,168	23,228	23,421	23,467
Per Capita Standard	4.9010	4.9264	4.9479	5.0197	5.1958	5.2132	5.2362	5.2227	5.1796	5.1695

10 Year Average	2009-2018
Quantity Standard	5.1012
Quality Standard	\$328
Service Standard	\$1,675

D.C. Amount (before deductions)	10 Year
Forecast Population	1,728
\$ per Capita	\$1,675
Eligible Amount	\$2,894,988



Appendix C

Long-Term Capital and Operating Cost Examination



Appendix C: Long-Term Capital and Operating Cost Examination

Town of Tecumseh Annual Capital and Operating Cost Impact

As a requirement of the D.C.A. 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 D.C. As part of this analysis, it was deemed necessary to isolate the incremental operating expenditures directly associated with these capital projects, factor in cost saving attributable to economies of scale or cost sharing where applicable and prorate the cost on a per unit basis (i.e. sq.ft. of building space, per vehicle, etc.). This was undertaken through a review of the Town's approved 2017 Financial Information Return (F.I.R.).

In addition to the operational impacts, over time the initial capital projects will require replacement. This replacement of capital is often referred to as life cycle cost. By definition, life cycle costs are all the costs which are incurred during the life of a physical asset, from the time its acquisition is first considered, to the time it is taken out of service for disposal or redeployment. The method selected for life cycle costing is the sinking fund method which provides that money will be contributed annually and invested, so that those funds will grow over time to equal the amount required for future replacement. The following factors were utilized to calculate the annual replacement cost of the capital projects (annual contribution = factor X capital asset cost) and are based on an annual growth rate of 2% (net of inflation) over the average useful life of the asset:

Asset	Lifecycle Cost Factors	
	Average Useful Life	Factor
Water and Wastewater Infrastructure	100	0.00320274
Facilities	50	0.01182321
Services Related to a Highway	50	0.01182321
Parkland Development	40	0.01655575
Fire Vehicles	20	0.04115672
Services Related to a Highway - Vehicles	15	0.05782547
Fire Small Equipment and Gear	10	0.09132653
Indoor & Outdoor Recreation Vehicles	8	0.11650980



Table C-1 depicts the annual operating impact resulting from the proposed gross capital projects at the time they are all in place. It is important to note that, while Town program expenditures will increase with growth in population, the costs associated with the new infrastructure (i.e. facilities) would be delayed until the time these works are in place.

Table C-1
Town of Tecumseh
Operating and Capital Expenditure Impacts for Future Capital Expenditures

SERVICE	GROSS COST LESS BENEFIT TO EXISTING	ANNUAL LIFECYCLE EXPENDITURES	ANNUAL OPERATING EXPENDITURES	TOTAL ANNUAL EXPENDITURES
1. Wastewater Services				
1.1 Wastewater Services	65,352,170	2,334,172	1,888,354	4,222,526
2. Water Services				
2.1 Water Services	15,571,000	1,291,983	3,062,894	4,354,877
3. Services Related to a Highway				
3.1 Roads	29,611,463	1,326,537	1,553,546	2,880,083
3.2 Depots and Domes	860,000	44,576	45,119	89,695
3.3 PW Rolling Stock	1,000,000	85,595	52,464	138,059
4. Fire Protection Services				
4.1 Fire facilities	990,156	65,308	378,052	443,360
4.2 Fire vehicles	247,000	18,360	94,307	112,667
4.3 Small equipment and gear	36,000	4,424	13,745	18,169
5. Police Services				
5.1 Police facilities	584,000	28,747	1,013,161	1,041,908
6. Indoor and Outdoor Recreation Services				
6.1 Parkland development, amenities, trails, vehicles, and indoor recreation facilities	5,342,635	260,523	329,435	589,958
7. Library Services				
7.1 Library facilities	180,000	9,330	1,837	11,167
8. Administration				
8.1 Studies - Engineering-related	1,665,987	-	-	-
8.2 Studies - Community Benefit-related	174,700	-	-	-
Total	121,615,111	5,469,555	8,432,915	13,902,470



Appendix D

D.C. Reserve Fund Policy



Appendix D: D.C. Reserve Fund Policy

D.1 Legislative Requirements

The Development Charges Act, 1997 (D.C.A.) 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 municipality shall establish a reserve fund for each service to which the D.C. by-law relates; subsection 7 (1), however, allows services to be grouped into categories of services for reserve fund (and credit) purposes, although only 100% eligible and 90% eligible services may be combined (minimum of two reserve funds).
- The municipality shall pay each 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 subsection 5 (1) 2-8).
- Money may be borrowed from the fund but must be paid back with interest (O.Reg. 82/98, subsection 11 (1) defines this as Bank of Canada rate either on the day the by-law comes into force or, if specified in the by-law, the first business day of each quarter).
- D.C. reserve funds may not be consolidated with other municipal reserve funds for investment purposes and may only be as an interim financing source for capital undertakings for which development charges may be spent (section 37).

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

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

- opening balance;



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

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

D.2 D.C. Reserve Fund Application

Section 35 of the D.C.A. states that:

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

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



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

Description	Services to which the Development Charge Relates									Total
	Non-Discounted Services					Discounted Services				
	Services Related to a Highway	Water Services	Wastewater Services	Police Services	Fire Protection Services	Indoor and Outdoor Recreation Services	Indoor Recreation Services	Library Services	Administration Studies	
Opening Balance, January 1, _____										0
Plus:										
Development Charge Collections										0
Accrued Interest										0
Repayment of Monies Borrowed from Fund and Associated Interest ¹										0
Sub-Total	0	0	0	0	0	0	0	0	0	0
Less:										
Amount Transferred to Capital (or Other) Funds ²										0
Amounts Refunded										0
Amounts Loaned to Other D.C. Service Category for Interim Financing										0
Credits ³										0
Sub-Total	0	0	0	0	0	0	0	0	0	0
Closing Balance, December 31, _____	0	0	0	0	0	0	0	0	0	0

¹ Source of funds used to repay the D.C. reserve fund

² See Attachment 1 for details

³ See Attachment 2 for details

The Municipality is compliant with s.s. 59.1 (1) of the *Development Charges Act*, whereby charges are not directly or indirectly imposed on development nor has a requirement to construct a service related to development been imposed, except as permitted by the *Development Charges Act* or another Act.



**Attachment 1
Town of Tecumseh**

Amount Transferred to Capital (or Other) Funds - Capital Fund Transactions

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

Amount Transferred to Operating (or Other) Funds - Operating Fund Transactions

Operating Fund Transactions	Annual Debt Repayment Amount	D.C. Reserve Fund Draw		Post D.C. Forecast Period			Non-D.C. Recoverable Cost Share		
		Principal	Interest	Principal	Interest	Source	Principal	Interest	Source
Services Related to a Highway									
Capital Cost J									
Capital Cost K									
Capital Cost L									
Sub-Total - Services Related to Highways	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Water Services									
Capital Cost M									
Capital Cost N									
Capital Cost O									
Sub-Total - Water	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Wastewater Services									
Capital Cost P									
Capital Cost Q									
Capital Cost R									
Sub-Total - Wastewater	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



Attachment 2
Town of Tecumseh
Statement of Credit Holder Transactions

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



Appendix E

Local Service Policy



Appendix E: Local Service Policy

This Appendix sets out the Town of Tecumseh's General Policy Guidelines on Development Charges (D.C.) and local service funding for Services Related to a Highway, Stormwater Management, Parkland Development, and Underground Linear Services. The guidelines outline, in general terms, the size and nature of engineered infrastructure that is included in the study as a development charge project, versus infrastructure that is considered as a local service, to be emplaced separately by landowners, pursuant to a development agreement.

A. Services Related to a Highway

A highway and services related to a highway are intended for the transportation of people and goods via many different modes including, but not limited to passenger automobiles, commercial vehicles, transit vehicles, bicycles and pedestrians. The highway shall consist of all land and associated infrastructure built to support (or service) this movement of people and goods regardless of the mode of transportation employed, thereby achieving a complete street. A complete street is the concept whereby a highway is planned, designed, operated and maintained to enable pedestrians, cyclists, public transit users and motorists to safely and comfortably be moved, thereby allowing for the efficient movement of persons and goods.

The associated infrastructure to achieve this concept shall include, but is not limited to: road pavement structure and curbs; grade separation/bridge structures (for any vehicles, railways and/or pedestrians); grading, drainage and retaining wall features; culvert structures; storm water drainage systems; utilities; traffic control systems; signage; gateway features; street furniture; active transportation facilities (e.g. sidewalks, bike lanes, multi-use trails which interconnect the transportation network, etc.); transit lanes & lay-bys; roadway illumination systems; boulevard and median surfaces (e.g. sod & topsoil, paving, etc.); street trees and landscaping; parking lanes & lay-bys; (excluding on-street parking in the downtown) and driveway entrances; noise attenuation systems; railings and safety barriers.



1) Local and Collector Roads including Land

- a) Collector roads internal to development, inclusive of all land and associated infrastructure: direct developer responsibility under s.59 of the D.C.A. as a local service.
- b) Collector roads external to development, inclusive of all land and associated infrastructure: included in D.C. calculation to the extent permitted under s.5(1) of the D.C.A.
- c) Local roads internal to development: are considered to be the developer's responsibility.
- d) Local roads external to development being roads connecting developments or crossing hydro corridors: included in D.C. calculation to the extent permitted under s.5(1) of the D.C.A.

2) Arterial Roads Including Land

- a) New, widened, extended or upgraded arterial roads, inclusive of all associated infrastructure: included as part of road costing funded through D.C.A., s.5(1).
- b) Land acquisition for arterial roads on existing rights-of-way to achieve a complete street: dedication under the Planning Act provisions (s. 41, 51 and s. 53) abutting or through development lands; in area with limited development potential: included in D.C.'s.
- c) Land acquisition for arterial roads on new rights-of-way to achieve a complete street: dedication, where possible, under the Planning Act provisions (s. 51 and s. 53) through development lands up to the ROW specified in the Official Plan.
- d) Land acquisition beyond normal dedication requirements to achieve transportation corridors as services related to highways including grade separation infrastructure for the movement of pedestrians, cyclists, public transit and/or railway vehicles: included in D.C.'s.



3) Intersection Improvements

- a) On new arterial roads and arterial road improvements and collector roads and collector road improvements unrelated to a specific development: included as part of road costing funded through D.C.'s.
- b) On new arterial roads and arterial road improvements and collector roads and collector road improvements related to a specific development or for any private site entrances or entrances to specific development: direct developer responsibility under s.59 of D.C.A. (as a local service).
- c) On arterial or collector road intersections with County roads: include in D.C.'s.

4) Traffic Control Systems and Signals

- a) All Traffic Control Systems and Signals included in D.C. calculation as permitted under s.5(1) of the D.C.A.

5) Streetlights

- a) Streetlights on new arterial roads and arterial road improvements: considered part of the complete street and included as part of the road costing funded through D.C.'s
- b) Streetlights on non-arterial roads internal to development: considered part of the complete street and included as a direct developer responsibility under s. 59 of the D.C.A. (as a local service).
- c) Streetlights on non-arterial roads external to development, needed to support a specific development or required to link with the area to which the plan relates: considered part of the complete street and included as part of the road costing funded through D.C.'s.

6) Transportation Related Pedestrian and Cycling Facilities

- a) Sidewalks, multi-use trails, cycle tracks, and bike lanes, inclusive of all required infrastructure, located within arterial roads, County



- roads and provincial highway corridors: considered part of the complete street and included in D.C.'s.
- b) Sidewalks, multi-use trails, cycle tracks, and bike lanes, inclusive of all required infrastructure, located within or linking to non-arterial road corridors internal to development: direct developer responsibility under s.59 of D.C.A. (as a local service).
 - c) Other sidewalks, multi-use trails, cycle tracks, and bike lanes, inclusive of all required infrastructure, located within non-arterial road corridors external to development and needed to support a specific development or required to link with the area to which the plan relates: considered part of the complete street and included in D.C.'s.
 - d) Multi-use trails (not associated with a road), inclusive of all land and required infrastructure, that go beyond the function of a (parkland) recreational trail and form part of the municipality's active transportation network for cycling and/or walking: included in D.C.'s.

7) Noise Abatement Measures

- a) Noise abatement measures external and internal to development where it is related to, or a requirement of a specific development: direct developer responsibility under s.59 of D.C.A. (as a local service).
- b) Noise abatement measures on new arterial roads and arterial road improvements abutting an existing community and unrelated to a specific development: included as part of road costing funded through D.C.'s.

B. Stormwater Management

- 1) Stormwater Management facilities will be the responsibility of the developing landowners, designed and constructed to the Town's satisfaction and fulfilling the municipality's objective for larger, regional facilities.
- 2) Stormwater management facilities for quality and/or quantity management that are oversized for external developments: the municipality may facilitate



cost recovery from other benefitting developments/landowners through various means available by way of legislation.

C. Parkland Development

1) Recreational Trails

- a) Recreational trails (multi-use trails) that do not form part of the Municipality's active transportation network, and their associated infrastructure (landscaping, bridges, trail surface, etc.), are included in parkland D.C.'s.

2) Parkland

- a) Parkland Development for parks internal to development: direct developer responsibility to provide at base condition, as follows:
 1. Clearing and grubbing. Tree removals as per the subdivision's tree preservation and removals plan.
 2. Topsoil stripping, screening, and stockpiling.
 3. Rough grading (pre-grading) to allow for positive drainage of the Park, with minimum slopes of 2%. If necessary, this may include some minor drainage tile work and grading as per the overall subdivision grading design complete with any required swales or catch basins. Runoff from the development property shall not drain into the park unless approved by the Director Public Works and Environment Services.
 4. Spreading of topsoil to 150 mm depth (import topsoil if existing on-site is insufficient to reach required depth).
 5. Seeding of site with Municipality-approved seed mix. Maintenance of seed until acceptance by Municipality.
 6. Parks shall be free of any contaminated soil or subsoil.
 7. Parks shall not be mined for fill.



8. Parks shall be conveyed free and clear of all encumbrances.
9. 100% of perimeter fencing to the Municipal standards where such fencing is deemed appropriate by the Municipality. When Park parcels cannot be developed in a timely manner, they shall be graded to ensure positive drainage and seeded to minimize erosion and dust. These shall be maintained by the developer until construction commences thereon.
 - b) Program facilities, amenities, and furniture, within parkland: are included in D.C.'s.

D. NATURAL HERITAGE SYSTEM (N.H.S.)

N.H.S. includes engineered and on-site stream corridors, natural buffers for woodlots, wetland remnants, etc. as well as subwatersheds within the boundaries of the Municipality.

Direct developer responsibility as a local service provision including but not limited to the following:

- a) Riparian planting and landscaping requirements (as required by the Municipality, Conservation Authority or other authorities having jurisdiction) as a result of creation of, or construction within in the N.H.S. and associated buffers.
- b) Perimeter fencing of the N.H.S. to the Municipal standard located on the public property side of the property line adjacent land uses (residential, industrial, commercial) as required by the Municipality.
- c) All works to be in conformance with Municipal standards for stream corridors, natural buffers and subwatersheds areas as directed by the approved studies and reports related to the Secondary Plan that development occurs in.

E. Water and Sanitary Sewers

Underground services (linear infrastructure for water, and sanitary services) within the road allowance are not included in the cost of road infrastructure and are treated separately. The responsibility for such services as pumping stations, which are



undertaken as part of new developments or redevelopments, will be determined by the following policies:

1) Water

- a) Watermains internal to development not exceeding 300 mm: direct developer responsibility under s.59 of the D.C.A. as a local service.
- b) Watermains internal to development exceeding 300 mm: marginal costs included in D.C. calculation to the extent permitted under s.5(1) of the D.C.A.
- c) Watermains external to development and not exceeding 300mm required for fire flows and/or looping and is required to support the development: direct developer responsibility under s.59 of the D.C.A. as a local service.
- d) Watermains external to development exceeding 300 mm: included in D.C. calculation to the extent permitted under s.5(1) of the D.C.A.
- e) Pumping stations and works associated with zone boundaries: included in D.C. calculation to the extent permitted under s. 5(1) of the D.C.A.
- f) Connections of watermains from a development to trunk mains and pumping stations to service specific areas, to be direct developer responsibility.

2) Sanitary Sewer

- a) Sanitary sewers internal to development not exceeding 375 mm: direct developer responsibility under s.59 of the D.C.A. as a local service.
- b) Sanitary sewers internal to development exceeding 375 mm and depth of 5 metres or greater which benefit upstream developments: marginal costs included in D.C. calculation to the extent permitted under s.5(1) of the D.C.A.
- c) Sanitary sewers external to development not exceeding 375 mm: direct developer responsibility under s.59 of the D.C.A. as a local service.



- d) Sanitary sewers external to development exceeding 375 mm: included in D.C. calculation to the extent permitted under s.5(1) of the D.C.A.
- e) Pumping stations serving one or more individual developments that are not identified in the Town's Water and Wastewater Master Plan: direct developer responsibility under s.59 of the D.C.A. as a local service.
- f) Pumping stations identified in the Town's Water and Wastewater Master Plan: included in D.C. calculation to the extent permitted under s.5(1) of the D.C.A.
- g) Connections of sanitary sewers from a development to trunk sewers and pumping stations to service specific areas: to be direct developer responsibility.

Note: for any and all of the above the Town may facilitate cost sharing agreements.



Appendix F

Asset Management Plan



Appendix F: Asset Management Plan

The recent changes to the D.C.A. (new subsection 10 (2) (c.2)) require that the background study must include an asset management plan (A.M.P.) related to new infrastructure. Section 10 (3) of the D.C.A. provides:

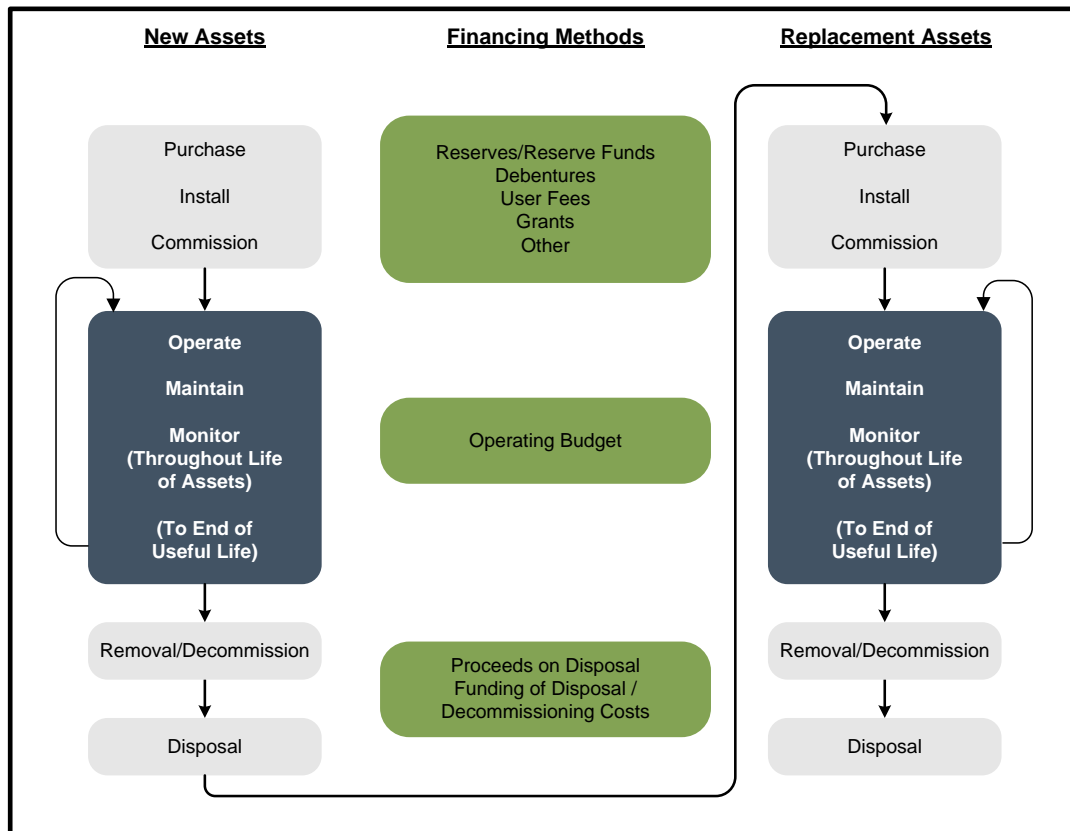
“The asset management plan shall,

- (a) deal with all assets whose capital costs are proposed to be funded under the development charge by-law;
- (b) demonstrate that all the assets mentioned in clause (a) are financially sustainable over their full life cycle;
- (c) contain any other information that is prescribed; and
- (d) be prepared in the prescribed manner.”

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

At a broad level, the A.M.P. provides for the long-term investment in an asset over its entire useful life along with the funding. The schematic below identifies the costs for an asset through its entire lifecycle. For growth-related works, the majority of capital costs will be funded by the D.C. Non-growth-related expenditures will then be funded from non-D.C. revenues as noted below. During the useful life of the asset, there will be minor maintenance costs to extend the life of the asset along with additional program related expenditures to provide the full services to the residents. At the end of the life of the asset, it will be replaced by non-D.C. financing sources.

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



In 2012, the Province developed Building Together: Guide for Municipal Asset Management Plans which outlines the key elements for an A.M.P., as follows:

State of local infrastructure: asset types, quantities, age, condition, financial accounting valuation and replacement cost valuation.

Desired levels of service: defines levels of service through performance measures and discusses any external trends or issues that may affect expected levels of service or the municipality's ability to meet them (for example, new accessibility standards, climate change impacts).

Asset management strategy: the asset management strategy is the set of planned actions that will seek to generate the desired levels of service in a sustainable way, while managing risk, at the lowest lifecycle cost.

Financing strategy: having a financial plan is critical for putting an A.M.P. into action. By having a strong financial plan, municipalities can also demonstrate that they have



made a concerted effort to integrate the A.M.P. with financial planning and municipal budgeting and are making full use of all available infrastructure financing tools.

Commensurate with the above, the Town prepared an A.M.P. in 2018 for its existing assets, however, did not take into account future growth-related assets. As a result, the asset management requirement for the D.C. must be undertaken in the absence of this information.

In recognition to the schematic above, the following table (presented in 2019 \$) has been developed to provide the annualized expenditures and revenues associated with new growth. Note that the D.C.A. does not require an analysis of the non-D.C. capital needs or their associated operating costs so these are omitted from the table below. As well, as all capital costs included in the D.C.-eligible capital costs are not included in the Town's A.M.P., the present infrastructure gap and associated funding plan have not been considered at this time. Hence the following does not represent a fiscal impact assessment (including future tax/rate increases) but provides insight into the potential affordability of the new assets:

1. The non-D.C. recoverable portion of the projects which will require financing from municipal financial resources (i.e. taxation, rates, fees, etc.). This amount has been presented on an annual debt charge amount based on 20-year financing.
2. Lifecycle costs for the 2019 D.C. capital works have been presented based on a sinking fund basis. The assets have been considered over their estimated useful lives.
3. Incremental operating costs for the D.C. services (only) have been included.
4. The resultant total annualized expenditures are \$19.42 million.
5. Consideration was given to the potential new taxation and user fee revenues which will be generated as a result of new growth. These revenues will be available to finance the expenditures above. The new operating revenues are \$9.36 million. This amount, totalled with the existing operating revenues of \$42.37 million, provide annual revenues of \$51.72 million by the end of the period.



6. In consideration of the above, the capital plan is deemed to be financially sustainable.

Town of Tecumseh
Asset Management – Future Expenditures and Associated Revenues
2019\$

Asset Management - Future Expenditures and Associated Revenues	2038 (Total)
Expenditures (Annualized)	
Annual Debt Payment on Non-Growth Related Capital ¹	2,762,209
Annual Debt Payment on Post Period Capital ²	382,552
Lifecycle:	
Annual Lifecycle - Town-wide Services	\$7,502,746
Incremental Operating Costs (for D.C. Services)	
	\$8,773,605
Total Expenditures	\$19,421,112
Revenue (Annualized)	
Total Existing Revenue ³	\$42,366,465
Incremental Tax and Non-Tax Revenue (User Fees, Fines, Licences, etc.)	\$9,356,475
Total Revenues	\$51,722,940

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

² Interim Debt Financing for Post Period

³ As per Sch. 10 of FIR



Appendix G

Proposed D.C. By-law



Appendix G: Proposed D.C. By-law

The Corporation of the Town of Tecumseh

By-law Number 2019-__

A by-law for the imposition of development charges

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

WHEREAS The Corporation of the Town of Tecumseh, as required by Section 10 of the Act, has undertaken and completed a development charge background study regarding the anticipated amount, type and location of development; the increase in needs for services; estimated capital costs to provide for such increased needs, including the long-term capital and operating costs for capital infrastructure required for the services;

WHEREAS as required by Section 11 of the Act, this by-law is being enacted within one year of the June 13, 2019 completion of the said Development Charge Background Study, titled Town of Tecumseh Development Charge Background Study, June 13, 2019 prepared by Watson & Associates Economists Ltd;

WHEREAS in advance of passing this by-law the Council of The Corporation of the Town of Tecumseh has given notice of and held a public meeting on July 9, 2019, in accordance with the Development Charges Act, 1997 regarding its proposals for this development charges by-law;

WHEREAS the Council of The Corporation of the Town of Tecumseh has heard all persons who applied to be heard no matter whether in objection to, or in support of, the said by-law;

AND WHEREAS the Council of The Corporation of the Town of Tecumseh has adopted the Development Charges Background Study by resolution on July 9, 2019, and thereby indicates the intent to ensure that the increase in the need for services attributable to the anticipated development will be met, and the intent that the future excess capacity identified in this study shall be paid for by the development charges or similar charges;

NOW THEREFORE THE COUNCIL OF THE TOWN OF TECUMSEH ENACTS AS FOLLOWS:



1. DEFINITIONS

1.1. In this by-law,

- a) "**Act**" means the Development Charges Act, S.O. 1997, c. 27, as amended, or any successor thereto;
- b) "**Accessory use**" means where used to describe a use, building, or structure, that the use, building or structure is naturally and normally incidental, subordinate in purpose of floor area or both, and exclusively devoted to a principal use, building or structure;
- c) "**Apartment unit**" means any residential dwelling unit within a building containing five or more dwelling units where access to each residential unit is obtained through a common entrance or entrances from the street level and the residential units are connected by an interior corridor;
- d) "**Bedroom**" means a habitable room larger than seven square metres, including a den, study, or other similar area, but does not include a living room, dining room or kitchen;
- e) "**Benefitting area**" means an area defined by a map, plan or legal description in a front-ending agreement as an area that will receive a benefit from the construction of a service;
- f) "**Board of education**" means a board defined in subsection 1(1) of the Education Act, or any successor thereto;
- g) "**Building Code Act**" means the Building Code Act, 1992, as amended, or any successor thereto;
- h) "**Capital cost**" means costs incurred or proposed to be incurred by the municipality or a local board thereof directly or by others on behalf of, and as authorized by the municipality or local board
 - to acquire land or an interest in land, including a leasehold interest;
 - to improve land;
 - to acquire, lease, construct or improve buildings and structures;
 - to acquire, lease, construct or improve facilities including,
 - i. rolling stock with an estimated useful life of seven years or more,



- ii. furniture and equipment, other than computer equipment, and
 - iii. materials acquired for circulation, reference or information purposes by a library board as defined in the Public Libraries Act,
 - to undertake studies in connection with any matters under the Act and any of the matters referred to in clauses (a) to (d) including the development charges background study required for the provision of services designated in this by- law within or outside the municipality, including interest on borrowing for those expenditures under clauses (a), (b), (c) and (d) that are growth-related;
- i) **"Commercial"** means any non-residential development not defined under "institutional" or "industrial";
- j) **"Council"** means the Council of the municipality;
- k) **"Development"** means the construction, erection or placing of one or more buildings or structures on land or the making of an addition or alteration to a building or structure that has the effect of increasing the size or usability thereof, and includes redevelopment;
- l) **"Development charge"** means a charge imposed pursuant to this By-law;
- m) **"Dwelling unit"** means any part of a building or structure used, designed or intended to be used as a domestic establishment in which one or more persons may sleep and are provided with culinary and sanitary facilities for their exclusive use;
- n) **"Farm building"** means that part of a bona fide farm operation encompassing barns, silos and other ancillary development to an agricultural use, but excluding a residential use;
- o) **"Grade"** means the average level of finished ground adjoining a building or structure at all exterior walls;
- p) **"Gross floor area"** means the total floor area of all floors above grade of a dwelling unit measured between the outside surfaces of exterior walls or between the outside surfaces of exterior walls and the centre line of party walls dividing the dwelling unit from other dwelling units or other portion of a building;



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

- A room or enclosed area within the building or structure above or below grade that is used exclusively for the accommodation of heating, cooling, ventilating, electrical, mechanical or telecommunications equipment that services the building;
 - Loading facilities above or below grade;
 - A part of the building or structure below grade that is used for the parking of motor vehicles or for storage or other accessory use;
- q) **"Industrial"** means lands, buildings or structures used or designed or intended for use for manufacturing, processing, fabricating or assembly of raw goods, warehousing or bulk storage of goods, and includes office uses and the sale of commodities to the general public where such uses are accessory to an industrial use, but does not include the sale of commodities to the general public through a warehouse club;
- r) **"Institutional"** means lands, buildings or structures used or designed or intended for use by an organized body, society or religious groups -for promoting a public or non-profit purpose and shall include, but without limiting the generality of the foregoing, places of worship, and special care facilities;
- s) **"Local board"** has the same definition as defined in the Development Charges Act, S.O. 1997;
- t) **"Local services"** means those services, facilities or things which are under the jurisdiction of the municipality and are related to a plan of subdivision or within the area to which the plan relates in respect of the lands under Sections 41,51 or 53 of the Planning Act R.S.O. 1990, as amended or any successor thereto;



- u) **"Mobile home"** means any dwelling that is designed to be made mobile, and constructed or manufactured to provide a permanent residence for one or more persons, but does not include a travel trailer or tent trailer;
- v) **"Multiple dwellings"** means all dwellings other than single detached dwellings, semi-detached dwellings, and apartment house dwellings;
- w) **"Municipality"** means The Corporation of the Town of Tecumseh;
- x) **"Non-residential use"** means a building or structure of any kind whatsoever used, designed or intended to be used for other than a residential use and includes all commercial, industrial and institutional uses;
- y) **"Nursing home"** means a residential building or the residential portion of a mixed-use building licensed as a nursing home by the Province of Ontario;
- z) **"Owner"** means the owner of land or a person who has made application for an approval for the development of land upon which a development charge is imposed;
- aa) **"Regulation"** means any regulation made pursuant to the Act;
- bb) **"Residential use"** means lands, buildings or structures of any kind whatsoever used, designed or intended to be used as living accommodations for one or more individuals;
- cc) **"Retirement home or lodge"** means a residential building or the residential portion of a mixed-use building which provides accommodation primarily for retired persons or couples where each private bedroom or living accommodation has a separate private bathroom and separate entrance from a common hall but where common facilities for the preparation and consumption of food are provided, and common lounges, recreation rooms and medical care facilities may also be provided;
- dd) **"Semi-detached dwelling"** means a dwelling unit in a residential building consisting of two dwelling units having one vertical wall or one horizontal wall, but no other parts, attached or another dwelling unit where the residential units are not connected by an interior corridor;



- ee) **"Services" (or "service")** means those services set out in Schedule "A" to this By-law;
- ff) **"Servicing agreement"** means an agreement between a landowner and the municipality relative to the provision of municipal services to specified lands within the municipality;
- gg) **"Single detached dwelling unit"** means a residential building consisting of one dwelling unit and not attached to another structure and includes mobile homes;
- hh) **"Special care/ special need dwelling"** means any of a building containing two or more dwelling units, which units have a common entrance from street level, where the occupants have the right to use in common, halls, stairs, yards, common rooms and accessory buildings, which may or may not have exclusive sanitary and/or culinary facilities that is designed to accommodate persons with special needs, including independent permanent living arrangements, where support services such as meal preparation, grocery shopping, laundry, housekeeping, nursing, respite care and attendant services are provided at various levels and includes retirement homes and lodges, nursing homes, charitable homes, group homes (including correctional group homes) and garden suite.

2. DESIGNATION OF SERVICES

2.1. The categories of services for which development charges are imposed under this bylaw are as follows:

- a) services related to a highway
- b) fire protection
- c) police
- d) library
- e) outdoor recreation
- f) indoor recreation
- g) administration
- h) water, and
- i) wastewater



2.2. Components of the services designated in Subsection 2.1 are described in Schedule "A".

3. APPLICATION OF BY-LAW RULES

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

- a) the lands are located in the area described in Subsection 3.2; and
- b) the development of the lands requires any of the approvals set out in S.S. 3.4 (a)

Area to Which By-law Applies

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

- a) The Development Charges described in Schedule "B-1" and "B-3" to this by-law as "Municipal Wide" shall be calculated and collected on all lands in the geographic area of the Town of Tecumseh
- b) The Development Charges described in Schedule "B-2" to this by-law as "Urban Area Charges" shall be calculated and collected only in those areas as delineated in the Town of Tecumseh Urban Service Area, as shown in Schedule "C-1" to this bylaw

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

- a) the Town of Tecumseh or a "local board" thereof;
- b) a "board of education" as defined in Section 1(1) of the Education Act, R.S.O. 1990;
- c) the County of Essex or a "local board" thereof.

Approvals for Development

3.4. Approvals for Development



- a) Development charges shall be imposed on all lands, buildings or structures that are developed for residential or non-residential uses if the development requires,
- 1) the passing of a zoning by-law or an amendment to a zoning by-law under Section 34 of the Planning Act, R.S.O. 1990;
 - 2) the approval of a minor variance under Section 45 of the Planning Act, S.O. 1990;
 - 3) a conveyance of land to which a by-law passed under Subsection 50(7) of the Planning Act, R.S.O. 1990, applies;
 - 4) the approval of a plan of subdivision under Section 51 of the Planning Act;
 - 5) a consent under Section 53 of the Planning Act;
 - 6) the approval of a description under Section 50 of the Condominium Act, R.S.O. 1990; or
 - 7) the issuing of a permit under the Building Code Act S.O. 1990, in relation to a building or structure.
- b) No more than one development charge for each service designated in Subsection 2.1 shall be imposed upon any lands, buildings or structures to which this by-law applies even though two or more of the actions described in Subsection 3.4(a) are required before the lands, buildings or structures can be developed.
- c) Despite Subsection 3.4(b), if two or more of the actions described in Subsection 3.4(a) occur at different times, additional development charges shall be imposed if the subsequent action has the effect of increasing the need for services.

Exemptions

3.5. Notwithstanding the provisions of this by-law, development charges shall not be imposed with respect to:

- a) the development of non-residential farm buildings constructed for bona fide farming uses;



- b) an enlargement of the gross floor area of an industrial building in accordance with Section 4 of the Act, where gross floor area is enlarged by 50% or less, the amount of the development charge in respect of the enlargement is 0; if the gross floor area is enlarged by more than 50 per cent the amount of the development charge in respect of the enlargement is the amount of the development charge that would be payable multiplied by the fraction determined as follows:
- 1) Determine the amount by which the enlargement exceeds 50 per cent of the gross floor area before the enlargement.
 - 2) Divide the amount determined under paragraph 1) by the amount of the enlargement.

Pursuant to 3.5 (b) of this by-law, the total eligible gross floor area exemption for the enlargement of an industrial building provided for by this section shall be fifty percent of:

- i. the gross floor area that existed prior to the first enlargement for which an exemption from the payment of development charges was eligible to be granted pursuant to this By-law or any previous Town of Tecumseh Development Charges By-Law enacted pursuant to the Development Charges Act, 1997, as amended or its predecessor legislation; or
- ii. the gross floor area of the existing industrial building where there has not been an enlargement in accordance with item i. above.

Where the total eligible exempt gross floor area is not constructed as part of an enlargement then the difference between the total eligible exempt floor area and the floor area constructed as part of the enlargement shall remain as a credit to be applied to subsequent enlargements until the total eligible exempt gross floor area has been constructed; or

- c) the issuance of a building permit in accordance with Section 2(3) of the Act.



Amount of Charges

Residential

3.6. The development charges described in Schedules "B-1", "B-2", and "B-3" to this by-law shall be imposed on residential uses of lands, buildings or structures, including dwelling unit accessory to a non-residential use and, in the case of a mixed use building or structure, on the residential uses in the mixed use building or structure, according to the type of residential unit, and calculated with respect to each of the services according to the type of residential use.

Non-Residential

3.7. Commercial/Institutional Uses

- 1) Subject to Section 3.7(2) and Section 5.1, the development charges described in Schedules "B-1", "B-2", and "B-3", to this by-law shall be imposed on commercial/institutional uses of lands, buildings or structures, and, in the case of a mixed use building or structure, on the non-residential uses in the mixed use building or structure, and calculated with respect to each of the services according to the gross floor area of the non-residential use.
- 2) The Following percentage of each service for commercial/institutional uses, as provided in Schedules "B-1", "B-2", and "B-3", shall be imposed.

Service	Non-residential - Commercial/Institutional				
	Year 1	Year 2	Year 3	Year 4	Year 5
	09/01/19 to 8/31/20	09/01/20 to 8/31/21	09/01/21 to 8/31/22	09/01/22 to 8/31/23	09/01/23 to 8/31/24
Municipal-wide					
Services Related to a Highway	100%	100%	100%	100%	100%
Fire Protection Services	100%	100%	100%	100%	100%
Police Services	100%	100%	100%	100%	100%
Indoor and Outdoor Recreation Services	100%	100%	100%	100%	100%
Indoor Recreation Services	100%	100%	100%	100%	100%
Library Services	100%	100%	100%	100%	100%
Administration Studies - Engineering-related	100%	100%	100%	100%	100%
Administration Studies - Community Benefit-related	100%	100%	100%	100%	100%
Water Services	100%	100%	100%	100%	100%
Urban Services					
Wastewater Services	100%	100%	100%	100%	100%



3.8. Industrial Uses

- 1) Subject to Section 3.8(2) and Section 5.1, the development charges described in Schedules "B 1", "B-2", and "B-3", to this by-law shall be imposed on industrial uses of lands, buildings or structures, and, in the case of a mixed use building or structure, on the non-residential uses in the mixed use building or structure, and calculated with respect to each of the services according to the gross floor area of the non-residential use
- 2) The following percentage of each service for industrial uses, as provided in Schedules "B-1", "B-2", and "B-3", shall be imposed.

Service	Non-residential - Industrial				
	Year 1	Year 2	Year 3	Year 4	Year 5
	09/01/19 to 8/31/20	09/01/20 to 8/31/21	09/01/21 to 8/31/22	09/01/22 to 8/31/23	09/01/23 to 8/31/24
Municipal-wide					
Services Related to a Highway	100%	100%	100%	100%	100%
Fire Protection Services	100%	100%	100%	100%	100%
Police Services	100%	100%	100%	100%	100%
Indoor and Outdoor Recreation Services	100%	100%	100%	100%	100%
Indoor Recreation Services	100%	100%	100%	100%	100%
Library Services	100%	100%	100%	100%	100%
Administration Studies - Engineering-related	100%	100%	100%	100%	100%
Administration Studies - Community Benefit-related	100%	100%	100%	100%	100%
Water Services	100%	100%	100%	100%	100%
Urban Services					
Wastewater Services	100%	100%	100%	100%	100%

Reduction of Development Charges Where Redevelopment

3.9. In the case of land where a building permit is being issued for the construction of a residential or non-residential building or structure on the land subsequent to the demolition of all or part of a residential or non-residential building or structure on the land, the development charge as calculated in conformity with the requirements of this By-law shall apply, however:

- 1) A credit shall be due to an Owner, upon the finalization of the building permit for the construction of a residential or non-residential building or structure on the Owner's land provided that the finalization of the building permit occurs within the six years immediately subsequent to the date of the issuance of the demolition permit;



- 2) Where a credit is due in accordance with the provisions of Subsection 1 and the development or redevelopment involved the demolition of a residential building or structure then the credit shall be calculated by multiplying the number of dwelling units that were demolished by the applicable residential development charge in place at the time the development charge was paid;
- 3) Where a credit is due in accordance with the provisions of Subsection 1 and the development or redevelopment involved the demolition of a non-residential building or structure then the credit shall be calculated by multiplying the gross floor area demolished by the applicable non-residential development charge in place at the time the development charge was paid;
- 4) Any credit due shall become payable to the Owner immediately upon the successful completion of the final inspection for the building or structure constructed on the lands provided that the finalization of the permit occurs within the six-year limit contemplated by Subsection 1, and in no case shall a credit exceed the amount of the development charge that was paid at the time the building permit was issued for the replacement building or structure;
- 5) Notwithstanding the timing of the credit anticipated by Subsection 1, where the Town can reasonably anticipate that a credit will be due to an Owner in accordance with the provision of Subsection 1, then the Town, at the Town's sole discretion, may defer the payment of that portion of the applicable development charge (the "deferred development charge") that is in an amount equal to the anticipated credit. Upon the Owner qualifying for the credit in accordance with the terms of Subsection 1; the deferred development charge shall be deemed to have been paid. Where the Owner becomes ineligible for a credit in accordance with the terms of Subsection 1, the deferred development charge shall become payable immediately. A deferred development charge that has become payable but remains outstanding shall be deemed to have been paid on the Owner's behalf by the Town and shall become a charge against the land, added to the tax roll, and



collected in like manner and with the same priority as municipal taxes in accordance with Section 446 of the Municipal Act.

- 6) Notwithstanding the requirements of Subsection 3.9(3) above, where, at the time of passing of this by-law, a residential subdivision plan has been filed with the approval authority which provides for the demolition of a non-residential building and the construction of residential buildings, that the rates that would have been applicable under By-Law No. 2009-60, as amended, prior to the passing of this by-law, be applied.

Time of Payment

3.10. Development charges imposed under this section are payable upon issuance of the first building permit with respect to each dwelling unit, building or structure.

4. PAYMENT BY SERVICES

4.1. Despite the payments required under Subsection 3.9, Council may, by agreement, give a credit towards a development charge in exchange for work that relates to a service for which a development charge is imposed under this by-law.

5. INDEXING

5.1. Development charges imposed pursuant to this by-law shall be adjusted annually, without amendment to this by-law, commencing on January 1, 2020 and each anniversary date thereafter, in accordance with the Statistics Canada Quarterly Construction Price Statistics.

6. SCHEDULES

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

Schedule "A" Components of Services Designated in Subsection 2.1

Schedule "B-1" Residential and Non-Residential Development Charges - Town-wide – Engineering-related Services



Schedule "B-2" Residential and Non-Residential Development Charges - Urban Areas – Engineering-related Services

Schedule "B-3" Residential and Non-Residential Development Charges - Town-wide – Community Benefit-related Services

Schedule "C-1" Map denoting wastewater urban service areas of the Town to which charges provided in Schedule "B-2" will apply

7. DATE BY-LAW IN FORCE

7.1. This by-law shall come into force September 1, 2019.

8. DATE BY-LAW EXPIRES

8.1. This by-law will expire August 31, 2024, unless it is repealed at an earlier date.

9. REPEAL

9.1. Upon the coming into force of this by-law, By-law No. 2014-68 of the Town of Tecumseh is hereby repealed.

Read a first, second and third time and finally passed this 13th day of August 2019.

Mayor

Clerk



SCHEDULE "A"
TO BY-LAW NO. 2019-___
DESIGNATED MUNICIPAL SERVICES UNDER THIS BY-LAW

Municipal Wide - 100% Eligible:

Fire Protection

- Fire Facility
- Fire Vehicles
- Fire Equipment and Gear

Police

- Police Facilities

Services Related to a Highway

- Roads, Sidewalks, Intersections, Traffic Signals, Streetlights
- Rolling Stock
- Public Works Facilities

Water

- Water Supply, Storage and Distribution

Municipal Wide - 90% Eligible:

Library

- Library Facility

Outdoor Recreation

- Parkland Development
- Parks and Recreation Vehicles and Equipment

Indoor Recreation

- Recreation Facilities

Administration Studies

- Growth Related Studies

Urban Area -100% Eligible:

Wastewater

- Wastewater Treatment and Collection



Schedule "B-1"
By-law No. 2019-___
Schedule of Development Charges
Town-wide
Engineering-related

Service	RESIDENTIAL					NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Other Multiples	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Special Care/Special Dwelling Units	(per sq.ft. of Gross Floor Area)
Municipal Wide Services:						
Services Related to a Highway	5,653	3,604	3,152	2,436	2,036	2.79
Fire Protection Services	294	187	164	127	106	0.14
Police Services	135	86	75	58	49	0.07
Administration Studies - Engineering-related	1,030	657	574	444	371	0.65
Water Services	1,502	958	838	647	541	0.70
Total Municipal Wide Services	8,614	5,492	4,803	3,712	3,103	4.35

Schedule "B-2"
By-law No. 2019-___
Schedule of Development Charges
Urban Area
Engineering-related

Service	RESIDENTIAL					NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Other Multiples	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Special Care/Special Dwelling Units	(per sq.ft. of Gross Floor Area)
Urban Services						
Wastewater Services	4,571	2,914	2,549	1,970	1,646	2.01
Total Urban Services	4,571	2,914	2,549	1,970	1,646	2.01

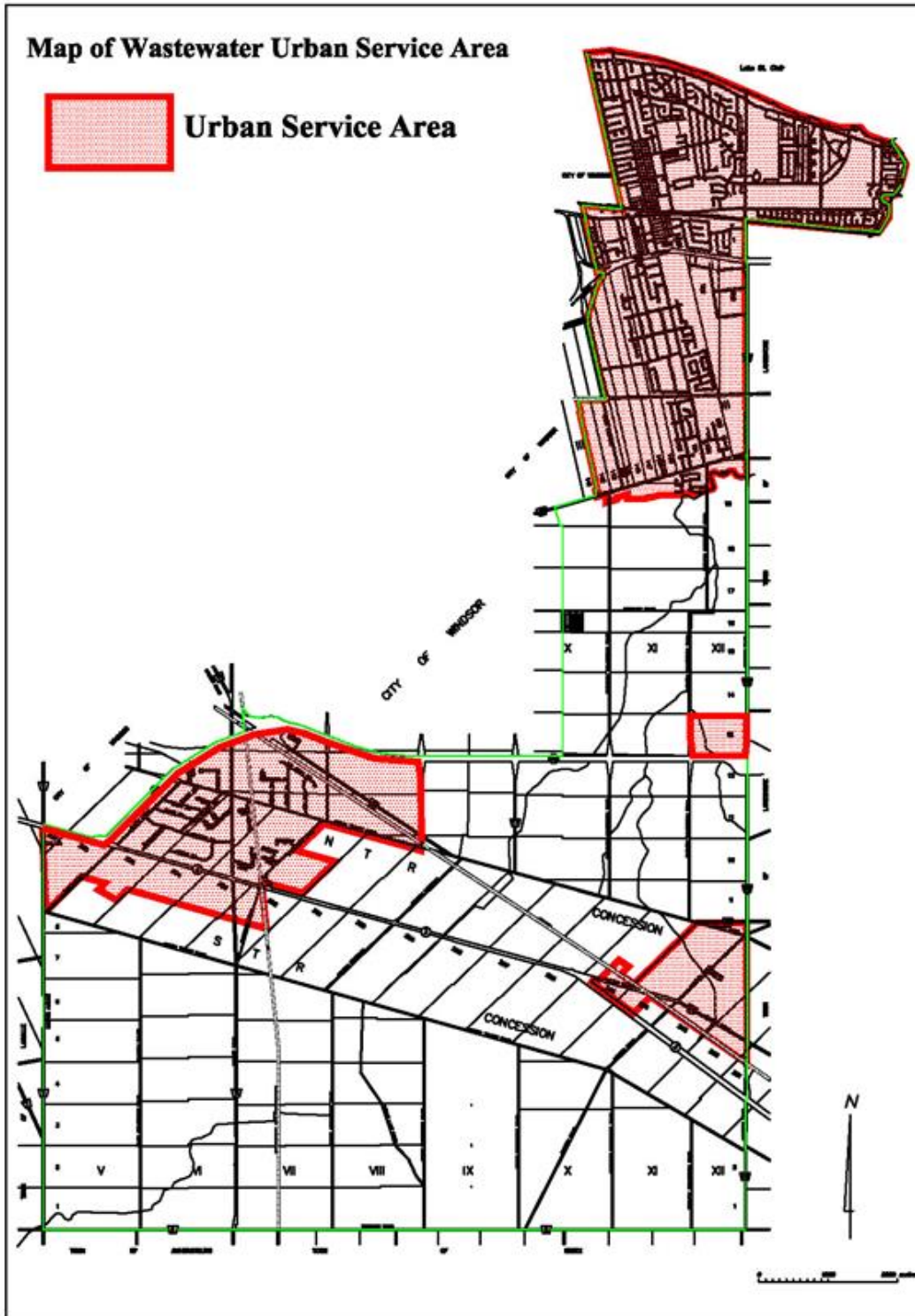


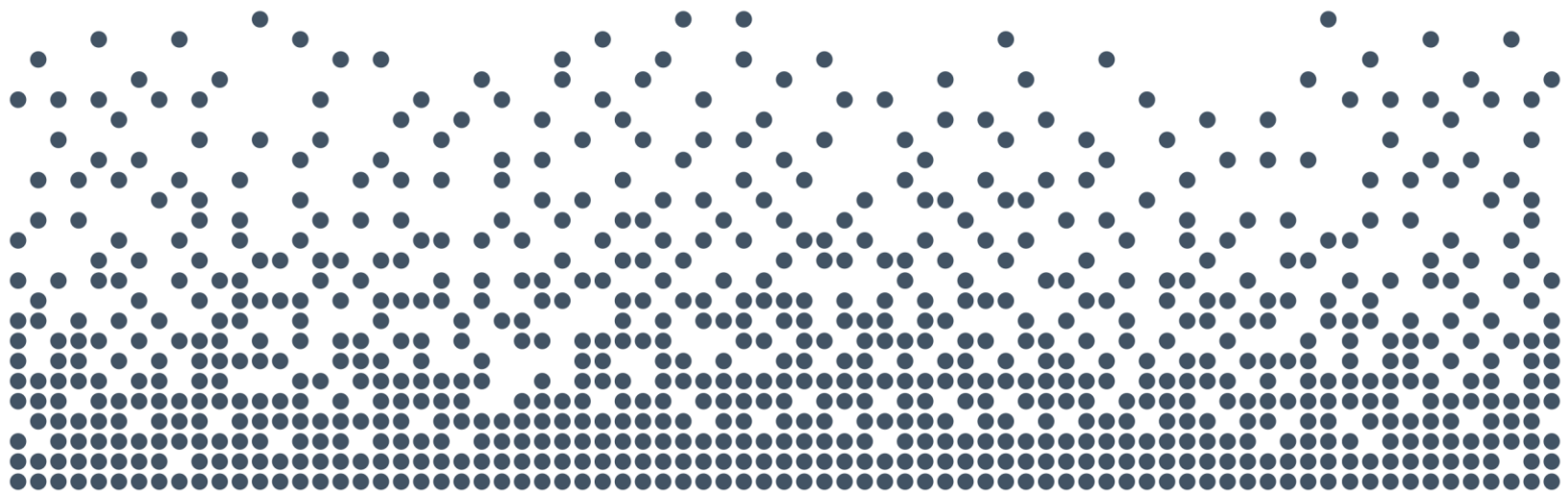
Schedule "B-3"
By-law No. 2019-___
Schedule of Development Charges
Town-wide
Community Benefit-related

Service	RESIDENTIAL					NON-RESIDENTIAL
	Single and Semi-Detached Dwelling	Other Multiples	Apartments - 2 Bedrooms +	Apartments - Bachelor and 1 Bedroom	Special Care/Special Dwelling Units	(per sq.ft. of Gross Floor Area)
Municipal Wide Services:						
Indoor and Outdoor Recreation Services	4,045	2,579	2,256	1,743	1,457	0.29
Library Services	143	91	80	62	52	0.01
Administration Studies - Community Benefit-related	99	63	55	43	36	0.06
Total Municipal Wide Services	4,287	2,733	2,391	1,848	1,545	0.36



Schedule "C-1"
By-law No. 2019-____
Map of Wastewater Urban Service Area





Staff Report

PBS-2019-26



The Corporation of the Town of Tecumseh

Planning & Building Services

To: Mayor and Members of Council

From: Brian Hillman, Director Planning & Building Services

Date to Council: August 13, 2019

Report Number: PBS-2019-26

Subject: 2019 Development Charges Study and By-law 2019-63
Results of Public Meeting and Final Recommendation
Our File: C01 DC2019

Recommendations

It is recommended, subject to giving due consideration to the public input received at the July 9, 2019 statutory public meeting:

That it be deemed that no further public meeting be required with respect to the 2019 Development Charges Study and By-law;

And that the 2019 Development Charges Background Study, dated June 13, 2019, as amended (if applicable), as prepared by Watson & Associates Economists Ltd, **be received and approved;**

And further that the capital projects included in the capital project listing set out in Chapter 5 of the 2019 Development Charges Background Study, dated June 13, 2019, as amended (if applicable), subject to annual review during the capital budget process, **be approved;**

And furthermore that the development charge approach to calculating wastewater charges on an urban-area basis and all other charges on a uniform Town-wide basis, **be continued;**

And further moreover that 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;

And further moreover that the assumptions contained in the 2019 Development Charges Background Study, dated June 13, 2019 as amended (if applicable), as an “anticipation” with respect to capital grants, subsidies and other contributions, **be adopted**;

And further moreover that the Local Service Policy, set out in Appendix E of of the 2019 Development Charges Background Study, dated June 13, 2019, as amended by PBS-2019-26, which has the effect of incorporating the requirements of Bill 73 and other legislative changes, **be received and approved**;

And further moreover that Development Charges By-law 2014-68, **be repealed**;

And further moreover that Development Charges By-law 2019-63, Option ____, “ A By-law for the imposition of development charges”, to be effective September 1, 2019 for the five (5) year period ending August 31, 2024, **be approved**;

And further moreover that should Council choose Option B - Phased-in Development Charge increase, the Development Charges revenue shortfall **be funded** from the Infrastructure Reserve.

Executive Summary

This report summarizes the process undertaken by the Town and its consultants, Watson & Associates Economists Ltd., to develop a new Development Charges By-law for residential and non-residential development in the urban and rural areas of the municipality. It also provides a summary of issues raised through the related stakeholder consultation process as well as an Administrative response to each of those issues. The recommendation includes two options for Council’s consideration: Option A – adoption of the Development Charges By-law with no phase-in of the charge; and Option B – adoption of the Development Charges By-law with a phased-in reduced charge for Year 1 of the five-year By-law.

Background

Development Charges

The purpose of development charges is to pay for growth-related capital costs that will be incurred by the Town as a result of new development. Development charges are to be established by by-law in accordance with the *Development Charges Act, 1997* (“the Act”). The Act requires the preparation of a background study that identifies anticipated future growth Town-wide and describes the services/infrastructure projects for which the Town will incur growth-related capital costs.

Existing Town of Tecumseh Development Charges By-law

The Town passed By-law 2014-68 on August 12, 2014 for the purpose of establishing and collecting a development charge in accordance with the provisions of the Act. A Background Study, as prepared by Administration with support by Watson & Associates Economists Ltd, was adopted by Council and it identified the maximum amount that could be charged within the by-law for residential and non-residential development.

The current Development Charges By-law will expire in accordance with the Act on August 31, 2019. The Town retained the services of Watson & Associates Economists Ltd to prepare a new Background Study and a new Development Charges By-law for Council's consideration. Although the project was co-managed by Planning Services and Financial Services, Senior Administration from all Town Departments have been involved in this process. A public meeting of Council was held on July 9, 2019 in accordance with the requirements of the Act to attain public comments and input on the Background Study and proposed new Development Charges By-law.

2019 Development Charges Background Study

The 2019 Development Charges Background Study identifies the maximum allowable charge, for both residential and non-residential growth, based on future identified needs for capital infrastructure that are to be provided on both a municipal-wide and urban area specific basis for services related to:

1. Municipal-Wide
 - Roads and Public Works
 - Fire Protection
 - Police
 - Administration
 - Water
2. Urban Area Specific
 - Waste Water
3. Urban Area Specific – Community Benefit-Related
 - Indoor and Outdoor Recreation Services
 - Libraries
 - Administration

The 2019 Background Study justifies the proposed charges as set out in the proposed Development Charges By-law. The following table provides a comparison of the existing and proposed development charges for both single detached dwellings and non-residential development.

Development Type	Existing Charge	Proposed Charge
Single Detached Dwelling (Urban Area)	\$13,936	\$17,472
Single Detached Dwelling (Rural Area)	\$9,545	\$12,901
Non-Residential (Urban Area)	\$4.27/sq. ft.	\$6.72/sq. ft.
Non-Residential (Rural Area)	\$2.43/sq. ft.	\$4.71/sq. ft.

Public Consultation Process

As noted above, on July 9, 2019, Council held a public meeting in accordance with the Act to attain public comments and input on the Background Study and proposed new Development Charges By-law. The public meeting was attended by Town Administration and staff from Watson & Associates Economists Ltd. Mr. Jeff Sylvestre, representing James Sylvestre Developments Ltd., also attended and provided verbal comments with regard to the Background Study. Subsequent to the Public Meeting, James Sylvestre Developments Ltd. provided a formal written submission on July 19, 2019 which summarized the verbal comments provided at the Public Meeting and also introduced new comments/questions related to the Background Study (see Attachment 1).

The purpose of this Report is to provide comments on the issues raised at the July 9, 2019 public meeting and in the subsequent written correspondence and recommend a course of action with respect to the proposed 2019 Development Charges Background Study and By-law.

Comments

Response to Issues Identified Through the Public Consultation Process

The following responses were developed jointly by Watson & Associates Economists Ltd. and Administration. The issues raised in the July 19, 2019 James Sylvestre Developments Ltd. correspondence are provided first, followed by our collective response.

Issue 1

“As noted in the DC report, the DC bylaw remains in effect for a 5-year period which has to account for variations in both expenditures and new growth.

A post-meeting question we would like to pose is to inquire if the historical analysis has been done to confirm that the approach being proposed rings true over the previous 5-years. Simply put - how representative are the projected values for Total Gross Expenditures and Net Costs to be recovered from Development Charges over the life of the previous DC By-law and has this analysis been used to inform the % increase in the Development Charges being recommended.”

Administrative Response 1

Over the past five years, the actual costs for projects have generally been higher than estimates provided in the last DC study. The actual costs of the projects may differ from the budgeted amounts as a result of actual tender prices, economy, etc.

The largest share of the overall DC increase is with respect to Services Related to a Highway. This increase can specifically be explained by the following factors:

- The capital costs identified in the 2014 DC background study were based on the 2009 capital costs and indexed to 2014-dollar values.
- In 2017, Dillon Consulting Ltd. was retained and completed a Transportation Master Plan which identified a new growth-related capital program and used more up-to-date benchmarking costs (i.e. materials, labour, tenders etc.).
- With this new Transportation Master Plan, a number of new projects were added to the capital program as there are more roads anticipated to be upgraded from a rural to an urban cross-section due to the anticipated growth.
- This new capital listing reflects the most up-to-date information provided in the Transportation Master Plan.

Issue 2

“The Essex Region Conservation Authority has responded to the global impacts of our changing natural environment. This has resulted in relatively overnight amendments to the approach to storm water management and severely increased newly imposed restrictions. These unanticipated impacts are being felt not only by municipal governments but are also being addressed at great additional cost by Developers who are at various stages of development proposals.

It is our request that not only the magnitude but also the timing of the DC increase take into consideration this unexpected expense by evaluating opportunities for a reduction and/or staged approach to the Development charges.”

Administrative Response 2

It is noted by Administration that the recent “Windsor/Essex Region Stormwater Management Standards Manual” completed by the Essex Region Conservation Authority, and adopted by the Town on June 25, 2019, was a four-year study which was a collaboration amongst all municipalities in Essex County and Windsor. The results of the study provide technical stormwater standards to ensure stormwater infrastructure is designed using the best available science, with consideration for local conditions, and to ensure consistent stormwater management practices are implemented throughout the Windsor/Essex Region to satisfy municipal stormwater obligations. All municipalities are utilizing the updated stormwater standards.

With respect to reductions in the DC quantum, Council may, at its discretion, provide for discounts, exemptions, or phase-ins of the DC amounts. One option Council may consider is to impose 50% of the increase at by-law passage (Year 1) and the remaining increase may come into effect after one year (Years 2-5). We would note that any discount, exemption, or phase-in implemented would have to be funded from other sources (i.e. taxes or water and wastewater rates). Should Council consider this phase-in option, we would suggest, for accounting purposes, using only the “Services Related to a Highway” component to implement the phase-in as this component represents approximately 95 percent of the overall increase to the development charge.

The following table represents the phased-in development charge in the event that Council determines it wants to utilize this approach.

Development Type	Existing Charge	Phased-in Charge (Year 1)	Final Charge (Years 2-5)
Single Detached Dwelling (Urban Area)	\$13,936	\$15,805	\$17,472
Single Detached Dwelling (Rural Area)	\$9,545	\$11,234	\$12,901
Non-Residential (Urban Area)	\$4.27/sq. ft.	\$5.87/sq. ft.	\$6.72/sq. ft.
Non-Residential (Rural Area)	\$2.43/sq. ft.	\$3.86/sq. ft.	\$4.71/sq. ft.

Issue 3

“The Reduction for Benefit to Existing Development is explained at a high level on p 4-10 of the Development Charges Background Study document. On this basis, we had anticipated a greater Benefit to Existing Development for new facilities within existing/fully built-out areas of our Town. I've included a GoogleMaps image of the example provided during the public meeting for ease of reference. The surrounding area appears to be fully built-out.

As an example, when referring to the tables of Infrastructure Costs Included in the Development Charges Calculation, the following information is presented:

- i. p5-12. Active Transportation/ Project No. 1- Manning-St Gregory's to Riverside (Bike Lanes) A Gross Capital Cost Estimate of \$331,300 has a 10% deduction for Benefit to Existing Development.
- ii. p5-11 Roads, Sidewalks and Streetlighting -This same road segment appears again as Project No. 1 with a deduction of 84% for Benefit to Existing Development.
- iii. p5-3 Indoor and Outdoor Recreation Services/Project No. 5 - Lakewood Park Master Plan Improvements A Gross Capital Cost Estimate of \$2,150,000 has 0% deduction for Benefit to Existing Development.

We appreciate the offer to investigate this allocation in advance of the meeting scheduled to adopt the bylaw. We further request that if an alternate approach to identifying the reduction for benefit to existing development is subsequently recommended, that this be considered for application across the full list of projects contained within the tables of the report.”

Administrative Response 3

With respect to **items i) and ii)** of the concern raised above:

The Development Charges Act requires the consideration of the amount, type, and location of growth within the municipality and then to consider the servicing needs to accommodate that growth. With respect to “Services Related to a Highway”, the overall impact of this growth has been considered by the Tecumseh Transportation Master Plan (TTMP).

The TTMP has considered the growth in traffic arising from residential and non-residential growth within the municipality and has layered that traffic onto the existing transportation system. The increased traffic is then considered in light of the capacity of the existing system, and additional lanes of roads or the addition of other transportation modes are then identified to accommodate this increased traffic. Active transportation (i.e. multi-use trails, bike paths, and trails) are part of the transportation modes to accommodate this traffic increase.

The need for services related to a highway is assessed in detail within the 2017 TTMP. The purpose of the master plan is as follows:

“The TTMP provides an integrated and diverse transportation system for all residents and businesses that is safe, convenient, affordable and sustainable, and that facilitates the efficient movement of people and goods within the Town and to adjoining areas. The transportation system supports the goals and values of the Town, maintaining the rural and small-Town character, protecting the environment and natural heritage, and promoting sustainable economic growth.

The TTMP was developed around four core themes:

- Improve the integration of the existing transportation networks
- Provide networks to encourage and facilitate transportation by Active Modes
- Provide infrastructure to serve demands at preferred Performance Targets
- Provide transportation systems that serve all citizens”

As noted in 8.1.3 of the TTMP:

“The active transportation network will be improved in order to address the principles and goals of the TTMP and encourage sustainable transportation for all users. Accordingly, the role of active modes will be elevated, particularly for local trips within urban areas, which are well-suited towards active transportation. Central to this is the adoption of a complete streets framework and philosophy in the planning and design of streets.”

As per 10.2.2 of the TTMP:

“Trips by active modes are generally short, with many less than 2 km in length. Such trips are often thwarted by missing links within neighbourhoods and/or barriers that are difficult to cross. The connectivity of the active network impacts transit ridership, as active trips are critical connections to transit service. The Town should consider a program to pro-actively identify these missing links and prioritize their construction.

Significant new development is expected within the Town during the planning horizon. Active mode links will be required as a part of these new developments. The Town will review the proposed development plans to ensure that facilities are provided within neighbourhoods, that connections are made to transit service, and that connections are made to link the community to adjacent neighbourhoods and roads.”

As per the TTMP, active transportation has been introduced to reduce the need for additional lanes of roads. The cost per kilometer of active transportation paths/lanes is considerably cheaper than the cost of roadways. However, the active transportation lanes and paths must be part of an interconnected system. Hence, in some cases, the segment of the path/lane may pass existing developed areas.

As the active transportation system is adding capacity to the overall system, a high growth percentage was provided for all active transportation projects.

With respect to **item iii)** of the concern raised above:

Lakewood Park is considered a larger Community/Regional park for the municipality and as such, services the entire municipality. As a result of growth in the municipality, a number of new amenity items have been identified to be constructed in Lakewood park. As per staff report no. PRS-2018-23, the new amenities have been identified as a new pavilion and patio, new electronic sign, and a splash pad. Given Lakewood Park is a higher-order park that services the entire municipality and that the new amenities are expanding the services provided to accommodate growth, no benefit to existing development deduction was applied.

Issue 4

"Appendix E: Local Service Policy outlines infrastructure that is included as a development charge project vs those that are the funded through a development agreement. Our root concern with this Appendix is its inappropriate use as a tool for the reallocation of direct developer responsibility. We are proposing that Appendix E be replaced with a document that matches existing practices. The amendments being proposed merit the transparency afforded by direct public engagement. An example opportunity may be during the process to adopt the upcoming Draft Development Manual which we understand to be currently in progress.

A more detailed/section-by-section outline of our immediate concerns is appended to this letter.

- i. Of separate concern and as communicated at the public meeting, under the Parkland Development Section of Appendix E, bullet 3 states:

"Runoff from the development property shall not drain into the park unless approved by the Director of Public Works and Environment Services."

This statement limits the flexibility of engineering designs in addressing the new and challenging stormwater management criteria.

As the recipients of the Wege Small Cities Sustainability Best Practices Award from the Great Lakes and St Lawrence Cities Initiative (media article attached) for incorporating a major stormwater protection resource hidden within Lakewood Park, it is counterintuitive to now layout policies within the DC Study that deter future designs which would demonstrate the same successful environmental stewardship and sustainability practices.

Furthermore, we would like to confirm at this time that this statement does not restrict or prohibit future developments from including the MRSPA from benefiting from a similar type of design.”

Administrative Response 4

Lands that are poised for development are subject to address the Quantity and Quality of their stormwater runoff in accordance with the applicable engineering standards and design criteria, which include:

- Stormwater Management Planning and Design Manual, Ministry of the Environment, March 2003;
- Windsor/Essex Region Stormwater Management Standards Manual, December 2018;
- Storm Drainage Master Plans; and
- Municipal Class Environmental Assessments

Administration believes that the statement:

“runoff from the development property shall not drain into the park unless approved by the Director of Public Works and Environmental Services”

provides additional flexibility on a case-by-case scenario for how stormwater is addressed in accordance with these standards, while ensuring the intended use of the park is not adversely impacted.

Issue 5

“Bill 108 - It is our understanding that since the Town of Tecumseh DC by-law will be passed after May 02, 2019, it will be affected by the proposed changes. Of particular interest is the Payment in Installments over Five Years as described on p1-6 in the Development Charges Background Study document. This is viewed as a tremendous benefit for developers with the Town of Tecumseh to be able to immediately leverage the use of 6 annual installments for the payment of development charges.”

Administrative Response 5

The statement is acknowledged. We would note that the provisions in Bill 108 with respect to payments in installments do not come into effect until the date of proclamation. There has been no specific date released by the Province, however, we might assume proclamation to be sometime this fall.

Issue 6

“The previous DC Report Appendix for Local Service Policy contained the following essential statement that is no longer included:

"Note: for any and all of the above the Town may facilitate cost sharing agreements."

We question the removal of this statement and are requesting its reinsertion.”

Administrative Response 6

While not including this statement in the Local Service Policy does not prohibit the Town from utilizing cost-sharing agreements, it is recognized that this statement will be added back into a revised Local Service Policy document (see Attachment 2).

Issue 7

“We would like clarification regarding Section A. Services Related to a Highway 6) b). The full clause is copied below for ease of reference:

b) Sidewalks, multi-use trails, cycle tracks, and bike lanes, inclusive of all required infrastructure, located within or linking to non-arterial road corridors internal to development: direct developer responsibility under s.59 of DCA (as a local service).

The language in clause a) is clear for arterials, County roads and provincial highways and similarly clear for non-arterials external to the development in clause c).

Please provide clarification for Clause b).”

Administrative Response 7

Clause b) establishes that the works noted that are internal to the development are a direct developer responsibility and that any links to non-arterial road corridors (internal or external to the development) are a direct developer responsibility.

Issue 8

“Section B. Stormwater Management contains new and amended clauses that create points requiring further discussion.

- i. Clause 1) allocates responsibility for the design and construction of stormwater management facilities that fulfill the municipal objective for larger, regional facilities to the "developing landowners".

By their description - a larger, regional facility is likely to cross multiple landowners. Municipalities that take a leadership role for the design and construction responsibility are more likely to create an environment of progress for development and avoid stagnation. While it is agreed that cost sharing across benefiting developing landowners is appropriate, allocating the responsibility for design and construction to developers is likely to result in immense red tape and delay.

- ii. Previous versions of the Local Service Policy committed to invoking "best efforts clauses" for oversizing. Clause 2) states the municipality "...may facilitate cost recovery from other benefiting developments/landowners..."

This clause in conjunction with the requirement for a regional facility gives rise to equity concerns and reservations regarding the Developer's role in front-ending regional municipal infrastructure.

We would like to request to maintain status quo on this item and defer these important discussions to the Draft Development Manual and/or individual Subdivision Agreements."

Administrative Response 8

With respect to item i), the policy does not preclude the Town from being engaged in the design and construction of the stormwater management facility in the event that the owners are unable to do so. In fact, in the Manning Road Secondary Planning Area the selection of the preferred location and design of the stormwater management facility was lead by the municipality through a Municipal Class EA process but has not resulted in development proceeding to date.

As it relates to c) ii) the Town would refer to their new policy that establishes stormwater management facilities oversized for external development:

"the municipality may facilitate cost recovery from other benefiting developments/landowners through various means available by way of legislation".

Issue 9

"We would like to draw particular attention to Section C. Parkland Development 2)
Parkland

- a) Parkland Development for parks internal to development.
 - i. The Planning Act Section 51.1(1) provides guidelines for the upset limits for rate of parkland conveyed or dedicated that may be imposed by the approval authority. These vary between 2% and 5% of the land included in the plan and are the current approach to Parkland requirements within Development Agreements.

Items 1-9 outline new base conditions to be imposed on the Developer within a development agreement that greatly exceed the current standard for the region and obligate the Developer to maintain a fully graded, grassed and (when deemed appropriate by the Municipality) fenced park facility "until construction commences"

It is unclear what the liability to the Developer is in a pseudo-completed greenspace that has not yet been assumed by the Municipality.

It is our most sincere request to have these conditions removed from this document. More appropriate opportunities exist to negotiate these terms such as within the Development Manual currently being drafted, within an individual Subdivision Agreement, or as part of the future adoption of a Communities Benefits Charge when the legislation receives royal assent.

This is consistent with neighbouring communities, keeps development within the Town of Tecumseh regionally competitive and preserves the separation between private and public operation of public spaces."

Administrative Response 9

The Town is seeking a municipal-wide standard that is not easily achieved if negotiated at the time of each development proceeding (as requested). Necessary adjustments will be made to a new by-law when the Community Benefits Charge legislation takes effect.

Issue 10

"We would like to draw particular attention to Section C. Parkland Development 2)
Parkland

- a) Parkland Development for parks internal to development.
 - ii. [reiterated from letter] Of separate concern and as communicated at the public meeting, bullet 3. under this same section states "Runoff from the development property shall not drain into the park unless approved by the Director of Public Works and Environment Services." This statement limits the flexibility of engineering designs

in addressing the new and challenging stormwater management criteria.

As the recipients of the Wege Small Cities Sustainability Best Practices Award from the Great Lakes and St Lawrence Cities Initiative (media article attached) for incorporating a major stormwater protection resource hidden within Lakewood Park, it is counterintuitive to now layout policies within the DC Study that deter future designs which would demonstrate the same successful environmental stewardship and sustainability practices.

Furthermore, we would like to confirm at this time that this statement does not restrict or prohibit future developments from including the MRSPA from benefiting from a similar type of design.”

Administrative Response 10

Lands that are poised for development are subject to address the Quantity and Quality of their stormwater runoff in accordance with the applicable engineering standards and design criteria, which include:

- Stormwater Management Planning and Design Manual, Ministry of the Environment, March 2003;
- Windsor/Essex Region Stormwater Management Standards Manual, December 2018;
- Storm Drainage Master Plans; and
- Municipal Class Environmental Assessments

Administration believes that the statement of “runoff from the development property shall not drain into the park unless approved by the Director of Public Works and Environmental Services” provides additional flexibility on a case-by-case scenario for how stormwater is addressed in accordance with these standards, while ensuring the intended use of the park is not adversely impacted.

Issue 11

“Section E Water and Sanitary Sewers 2) Sanitary Sewer

- i. Clause b) marginal costs for sewers exceeding 375mm and/or 5m depth were previously covered by DC's. The current proposal has removed the limits of 5m depth or greater. This is more appropriately considered on an individual basis since the reason necessitating the increased depth can vary and may include servicing requirements for surrounding lands. An adjustment is recommended to preserve this flexibility.

- ii. Clause e) addresses Pumping Stations by differentiating between those within or external to the Water and Wastewater Master Plan.

In previous versions minor pump stations were a direct developer responsibility vs major pumping stations were covered by DCs.

It is agreeable that a pump station that serves multiple developments owned by the same developing landowner would be the direct developer responsibility however when the pump station is serving lands for more than one developing land owner-coordinating involvement by the municipality is typically crucial to the process.”

Administrative Response 11

With respect to sub-item i) Administration has reviewed this comment and is agreeable to reintroducing the wording “375mm and/or 5m depth”. As such, this will be reflected in the updated Local Service Policy document (see Attachment 2) to be presented to Council at the time of by-law approval.

With respect to sub-item ii), this issue will be addressed by adding in the following clause to the Local Service Policy:

“Note: for any and all of the above, the Town may facilitate cost-sharing agreements.”

Summary and Recommendations

Based on Council’s due consideration of the comments received from the public at the July 9, 2019 Public Meeting and subsequent written comments, along with the Administrative response to these comments, as noted in PBS-2019-26, it is recommended that no further public meeting is required. This Report outlined two approaches for Council’s consideration:

- Option A - No Phase-in of Development Charges
- Option B - Phased-in Charge (Reduced Charge for Year 1)

These options are outlined in the table below for all residential and non-residential development for both the urban and rural areas.

Development Type	Existing Charge	Option A No Phase-in of Charge	Option B Phased-in Charge (Year 1)	Option B Final Charge (Years 2-5)
Single Detached and Semi Detached Dwelling (Urban Area)	\$13,936	\$17,472	\$15,805	\$17,472
Single Detached and Semi Detached Dwelling (Rural Area)	\$9,545	\$12,901	\$11,234	\$12,901
Other Multiples (Urban Area)	\$8,650	\$11,139	\$10,056	\$11,139
Other Multiple (Rural Area)	\$5,923	\$8,225	\$7,142	\$8,225
Apartments 2+ Bedrooms (Urban Area)	\$7,427	\$9,743	\$8,785	\$9,743
Apartments 2+ Bedrooms (Rural Area)	\$5,086	\$7,194	\$6,236	\$7,194
Apartments Bachelor and 1 Bedroom (Urban Area)	\$5,632	\$7,530	\$6,781	\$7,530
Apartments Bachelor and 1 Bedroom (Rural Area)	\$3,857	\$5,560	\$4,810	\$5,560
Special Care/Special Dwelling Units (Urban Area)	\$4,802	\$6,294	\$5,676	\$6,294
Special Care/Special Dwelling Units (Rural Area)	\$3,288	\$4,648	\$4,030	\$4,648

Development Type	Existing Charge	Option A No Phase-in of Charge	Option B Phased-in Charge (Year 1)	Option B Final Charge (Years 2-5)
Non-Residential (Urban Area)	\$4.27/sq. ft.	\$6.72/sq. ft.	\$5.87/sq. ft.	\$6.72/sq. ft.
Non-Residential (Rural Area)	\$2.43/sq. ft.	\$4.71/sq. ft.	\$3.86/sq. ft.	\$4.71/sq. ft.

The 2019 Development Charges Background Study and 2019 Development Charges By-law No. 2019-63, Option A or B, are recommended for approval in accordance with the above-noted comments and as more specifically detailed in the initial “Recommendation” section of this Report.

Consultations

Financial Services
 Public Works & Environmental Services
 Watson and Associates Economists Ltd.

Financial Implications

Development Charges are important to the Town’s long term plan for growth and development. Setting development charge rates at lower than calculated rates will result in the general tax base having to compensate for the revenue shortfall.

For illustrative purposes, the following tables compare DC revenue that would be generated by Options A and B with the following assumptions:

- 60,000 sq. ft. non-residential
- 10 urban single home permits issued
- 4 rural single home permits issued

Note: Assumptions based on 2018 activity

Proposed Development Charges

Type	Option A No Phase-In	Option B Phased-In Charge Year 1
Non-Residential	\$6.72	\$5.87
Single - Urban	\$12,901	\$11,234
Single - Rural	\$17,472	\$15,805

Development Charge Revenue

Type	Option A No Phase-In	Option B Phased-In Charge Year 1
Non-Residential	\$403,200	\$352,200
Single - Urban	\$51,604	\$44,936
Single - Rural	\$174,720	\$158,050
Total	\$629,524	\$555,186

Option B Phased-In Charge Year 1 generates approximately \$75,000 less than Option A. This revenue shortfall would be funded from the general tax base.

Actual results will be dependent on actual development activity, which can vary greatly year-to-year.

Link to Strategic Priorities

Applicable	2019-22 Strategic Priorities
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- Make the Town of Tecumseh an even better place to live, work and invest through a shared vision for our residents and newcomers.
- Ensure that Tecumseh’s current and future growth is built upon the principles of sustainability and strategic decision-making.
- Integrate the principles of health and wellness into all of Tecumseh’s plans and priorities.
- Steward the Town’s “continuous improvement” approach to municipal service delivery to residents and businesses.
- Demonstrate the Town’s leadership role in the community by promoting good governance and community engagement, by bringing together organizations serving the Town and the region to pursue common goals.

Communications

Not applicable

Website

Social Media

News Release

Local Newspaper

This report has been reviewed by Senior Administration as indicated below and recommended for submission by the Chief Administrative Officer.

Prepared by:

Brian Hillman, MA, MCIP, RPP
Director Planning & Building Services

Reviewed by:

Tom Kitsos, CPA, CMA, BComm
Director Public Works & Environmental Services

Reviewed by:

Phil Bartnik, P.Eng.
Director Public Works & Environmental Services

Recommended by:

Margaret Misek-Evans, MCIP, RPP
Chief Administrative Officer

Attachment Number	Attachment Name
1	James Sylvestre Developments Ltd., July 19, 2019 Correspondence
2	Revised Appendix E – Local Service Policy

July 19, 2019

James Sylvestre Developments Ltd.
1865 Manning Road
Tecumseh, Ontario
N8N 2L9
(519) 735-6606

Sent via Email

Laura Moy, Director of Corporate Services & Clerk
For: Mayor and Member of Council
Town of Tecumseh
917 Lesperance Rd
Tecumseh, ON, N8N 1W9

RE: Development Charges Background Study dated June 13, 2019

Thank you for the opportunity to review and comment on the subject Study. The comments provided during the Public Meeting of July 09, 2019 are formally submitted below with some additional post-meeting input.

It is our understanding that the Development Charges By-law (DC By-law) is scheduled to be adopted on August 13, 2019. Receipt of a response to the inquiries contained in this letter in advance of this meeting is greatly appreciated.

The DC By-law is proposing a **25%** [\$13,936 to proposed \$17,472] increase on single detached dwelling units and **57%** [\$4.27/sqft to proposed \$6.72/sqft] increase on non-residential development.

1. A recent article in the Windsor Star “Windsor Area among nation’s construction hot spots” July 10, 2019 highlights the 4th highest region for “growth in the value of building permits issued over the last year”.

As noted in the DC report, the DC bylaw remains in effect for a 5year period which has to account for variations in both expenditures and new growth.

- a. A post-meeting question we would like to pose is to inquire if the historical analysis has been done to confirm that the approach being proposed rings true over the previous 5years. Simply put – how representative are the projected values for **Total Gross Expenditures** and **Net Costs to be recovered from Development Charges** over the life of the previous DC By-

law and has this analysis been used to inform the % increase in the Development Charges being recommended.

- b. The Essex Region Conservation Authority has responded to the global impacts of our changing natural environment. This has resulted in relatively overnight amendments to the approach to stormwater management and severely increased newly imposed restrictions. These unanticipated impacts are being felt not only by municipal governments, but are also being addressed at great additional cost by Developers who are at various stages of development proposals.

It is our request that not only the magnitude but also the timing of the DC increase take into consideration this unexpected expense by evaluating opportunities for a reduction and/or staged approach to the Development charges.

- 2. The **Reduction for Benefit to Existing Development** is explained at a high level on p 4-10 of the Development Charges Background Study document. On this basis, we had anticipated a greater Benefit to Existing Development for new facilities within existing/fully built-out areas of our Town. I've included a GoogleMaps image of the example provided during the public meeting for ease of reference. The surrounding area appears to be fully built-out.

Manning Road -St Gregory's Road to Riverside Drive E.



As an example, when referring to the tables of Infrastructure Costs Included in the Development Charges Calculation, the following information is presented:

- p5-12. *Active Transportation/* Project No. 1 - Manning-St Gregory's to Riverside (Bike Lanes) A Gross Capital Cost Estimate of \$331,300 has a **10%** deduction for Benefit to Existing Development.
- p5-11 *Roads, Sidewalks and Streetlighting* - This same road segment appears again as Project No. 1 with a deduction of **84%** for Benefit to Existing Development.
- p5-3 *Indoor and Outdoor Recreation Services/* Project No. 5 - Lakewood Park Master Plan Improvements A Gross Capital Cost Estimate of \$2,150,000 has **0%** deduction for Benefit to Existing Development.

We appreciate the offer to investigate this allocation in advance of the meeting scheduled to adopt the bylaw. We further request that if an alternate approach to identifying the reduction for benefit to existing development is subsequently recommended, that this be considered for application across the full list of projects contained within the tables of the report.

3. **Appendix E: Local Service Policy** outlines infrastructure that is included as a development charge project vs those that are funded through a development agreement. Our root concern with this Appendix is its inappropriate use as a tool for the reallocation of direct developer responsibility. We are proposing that Appendix E be replaced with a document that matches existing practices. The amendments being proposed merit the transparency afforded by direct public engagement. An example opportunity may be during the process to adopt the upcoming Draft Development Manual which we understand to be currently in progress.

A more detailed/section-by-section outline of our immediate concerns is appended to this letter.

- i. Of separate concern and as communicated at the public meeting, under the **Parkland Development** Section of Appendix E, bullet 3 states:
"Runoff from the development property shall not drain into the park unless approved by the Director of Public Works and Environment Services."

This statement limits the flexibility of engineering designs in addressing the new and challenging stormwater management criteria.

As the recipients of the Wege Small Cities Sustainability Best Practices Award from the Great Lakes and St Lawrence Cities Initiative (media article attached) for incorporating a major stormwater protection resource hidden within Lakewood Park, it is counterintuitive to now layout policies within the DC Study that deter future designs which would demonstrate the same successful environmental stewardship and sustainability practices.

Furthermore, we would like to confirm at this time that this statement does not restrict or prohibit future developments from including the MRSPA from benefiting from a similar type of design.

4. **Bill 108** – It is our understanding that since the Town of Tecumseh DC by-law will be passed after May 02, 2019, it will be affected by the proposed changes. Of particular interest is the **Payment in Installments over Five Years** as described on p1-6 in the Development Charges Background Study document. This is viewed as a tremendous benefit for developers with the Town of Tecumseh to be able to immediately leverage the use of 6 annual installments for the payment of development charges.

Thank you for the opportunity to provide input and for the timely response in advance of the planned meeting so that we may be prepared to speak to the topic if required.

Sincerely,

A handwritten signature in blue ink, appearing to read "James and Jeannette Sylvestre". The signature is stylized and cursive.

James and Jeannette Sylvestre

James Sylvestre Developments Ltd.

Tecumseh wins award for stormwater system improvements



Lakewood North in Tecumseh, Ont. (Courtesy Town of Tecumseh)



CTV Windsor
Published Wednesday, June 26, 2019 11:03AM EDT
Last Updated Wednesday, June 26, 2019 6:53PM EDT

The Town of Tecumseh won a sustainability award.

Director parks and recreation services Paul Anthony presented council with the Wege Small Cities Sustainability Best Practices Award from the Great Lakes and St. Lawrence Cities Initiative at the council meeting Tuesday night.

The Award for Stormwater System Improvements in Lakewood Park was presented in person to Anthony and councillor Tania Jobin at the Annual General Meeting in Sheboygan, Wisconsin, June 4-7.

“When we purchased the land for Lakewood Park we had a vision for what it could be for the Town,” said Tecumseh mayor Gary McNamara. “Many people don’t realize the dual purpose the Park has. Here we have a major stormwater protection resource hidden in one of our beautiful parks. This award recognizes the work we have done to protect the environment, implement sustainable practices and demonstrate stewardship in everything we do.”

The Wege Small Cities Sustainability Best Practices Award recognizes a small Cities Initiative member city in Canada or the U.S. working to protect the Great Lakes and St. Lawrence and improve the quality of the water resource for future generations.

The award encourages environmental stewardship for projects that balance economic, social and environmental aspects within the community that could be used as a best practice for other cities.

The project submitted by the Town was 'Lakewood Park and Stormwater System Improvements'. It resulted in the creation of a natural and sustainable stormwater management solution for Lake St. Clair within the boundaries of the Park.

Lakewood is a naturalized park area that incorporated construction of a new stormwater pumping station, improvements to the existing shoreline, revitalization of approximately 70 acres of park land and construction of a 640 m natural stormwater channel.

Town officials say the end result is a unique place for the community that protects the surrounding area from overland flooding from the lake and during high volumes of rainfall.

"Lakewood Park is not just a jewel for the Town with respect to recreation opportunities and facilities," said Anthony. "It serves double duty as a place to store excess water during high volume rain events as it is released in the surrounding ground and pumping station. This project allowed us to respond to the effects of climate change with a beautiful natural area that can be used year round."

The award includes a \$5,000 prize which will be used to fund dedicated benches along the multi-use trails in the park. Within the Park itself, the Town has also used grant funding to install a Disc Golf Course, Adult Exercise Equipment, a climbing rock and paved multi-use trails.

Letter ITEM 3

Appendix E: Local Service Policy

- a. The previous DC Report Appendix for Local Service Policy contained the following essential statement that is no longer included:

“Note: for any and all of the above the Town may facilitate cost sharing agreements.”

We question the removal of this statement and are requesting its reinsertion.

- b. We would like clarification regarding **Section A. Services Related to a Highway 6) b)**. The full clause is copied below for ease of reference:

b) Sidewalks, multi-use trails, cycle tracks, and bike lanes, inclusive of all required infrastructure, **located within or linking to non-arterial road corridors internal to development:** direct developer responsibility under s.59 of D.C.A (as a local service).

The language in clause a) is clear for arterials, County roads and provincial highways and similarly clear for non-arterials external to the development in clause c).

Please provide clarification for Clause b).

- c. **Section B. Stormwater Management** contains new and amended clauses that create points requiring further discussion.
 - i. Clause 1) allocates responsibility for the design and construction of stormwater management facilities that fulfill the municipal objective for larger, regional facilities to the “developing land owners”.

By their description – a larger, regional facility is likely to cross multiple land owners. Municipalities that take a leadership role for the design and construction responsibility are more likely to create an environment of progress for development and avoid stagnation. While it is agreed that cost sharing across benefiting developing land owners is appropriate, allocating the responsibility for design and construction to developers is likely to result in immense red tape and delay.

- ii. Previous versions of the Local Service Policy committed to invoking “best efforts clauses” for oversizing. Clause 2) states the municipality “...**may facilitate** cost recovery from other benefitting developments/landowners...”

This clause in conjunction with the requirement for a regional facility gives rise to equity concerns and reservations regarding the Developer’s role in front-ending regional municipal infrastructure.

We would like to request to maintain status quo on this item and defer these important discussions to the Draft Development Manual and/or individual Subdivision Agreements.

- d. We would like to draw particular attention to **Section C. Parkland Development 2) Parkland**
 - a) Parkland Development for parks internal to development.
 - i. The Planning Act Section 51.1(1) provides guidelines for the upset limits for rate of parkland conveyed or dedicated that may be imposed by the approval authority. These vary between 2% and 5% of the land included in the plan and are the current approach to Parkland requirements within Development Agreements.

Items 1-9 outline new base conditions to be imposed on the Developer within a development agreement that greatly exceed the current standard for the region and obligate the Developer to maintain a fully graded, grassed and (when deemed appropriate by the Municipality) fenced park facility “until construction commences”.

It is unclear what the liability to the Developer is in a pseudo-completed greenspace that has not yet been assumed by the Municipality.

It is our most sincere request to have these conditions removed from this document. More appropriate opportunities exist to negotiate these terms such as within the Development Manual currently being drafted, within an individual Subdivision Agreement, or as part of the future adoption of a Communities Benefits Charge when the legislation receives royal assent.

This is consistent with neighbouring communities, keeps development within the Town of Tecumseh regionally competitive and preserves the separation between private and public operation of public spaces.

- ii. [reiterated from letter] Of separate concern and as communicated at the public meeting, **bullet 3.** under this same section states “Runoff from the development property shall not drain into the park unless approved by the Director of Public Works and Environment Services.” This statement limits the flexibility of engineering designs in addressing the new and challenging stormwater management criteria.

As the recipients of the Wege Small Cities Sustainability Best Practices Award from the Great Lakes and St Lawrence Cities Initiative (media article attached) for incorporating a major stormwater protection resource hidden within Lakewood Park, it is counterintuitive to now layout policies within the DC Study that deter future designs which would demonstrate the same successful environmental stewardship and sustainability practices.

Furthermore, we would like to confirm at this time that this statement does not restrict or prohibit future developments from including the MRSPA from benefiting from a similar type of design.

e. Section E Water and Sanitary Sewers 2) Sanitary Sewer

- i. Clause b) marginal costs for sewers exceeding 375mm and/or 5m depth were previously covered by DC's. The current proposal has removed the limits of 5m depth or greater. This is more appropriately considered on an individual basis since the reason necessitating the increased depth can vary and may include servicing requirements for surrounding lands. An adjustment is recommended to preserve this flexibility.
- ii. Clause e) addresses Pumping Stations by differentiating between those within or external to the Water and Wastewater Master Plan.

In previous versions minor pump stations were a direct developer responsibility vs major pumping stations were covered by DCs.

It is agreeable that a pump station that serves multiple developments owned by the same developing land owner would be the direct developer responsibility however when the pump station is serving lands for more than one developing land owner – coordinating involvement by the municipality is typically crucial to the process.



Attachment 2
2019 Development Charges
Updated Local Service Policy Document

Appendix E

Local Service Policy



APPENDIX E: LOCAL SERVICE POLICY

This Appendix sets out the Town of Tecumseh's General Policy Guidelines on Development Charges (D.C.) and local service funding for Services Related to a Highway, Stormwater Management, Parkland Development, and Underground Linear Services. The guidelines outline, in general terms, the size and nature of engineered infrastructure that is included in the study as a development charge project, versus infrastructure that is considered as a local service, to be emplaced separately by landowners, pursuant to a development agreement.

A. Services Related to a Highway

A highway and services related to a highway are intended for the transportation of people and goods via many different modes including, but not limited to passenger automobiles, commercial vehicles, transit vehicles, bicycles and pedestrians. The highway shall consist of all land and associated infrastructure built to support (or service) this movement of people and goods regardless of the mode of transportation employed, thereby achieving a complete street. A complete street is the concept whereby a highway is planned, designed, operated and maintained to enable pedestrians, cyclists, public transit users and motorists to safely and comfortably be moved, thereby allowing for the efficient movement of persons and goods.

The associated infrastructure to achieve this concept shall include, but is not limited to: road pavement structure and curbs; grade separation/bridge structures (for any vehicles, railways and/or pedestrians); grading, drainage and retaining wall features; culvert structures; storm water drainage systems; utilities; traffic control systems; signage; gateway features; street furniture; active transportation facilities (e.g. sidewalks, bike lanes, multi-use trails which interconnect the transportation network, etc.); transit lanes & lay-bys; roadway illumination systems; boulevard and median surfaces (e.g. sod & topsoil, paving, etc.); street trees and landscaping; parking lanes & lay-bys; (excluding on-street parking in the downtown) and driveway entrances; noise attenuation systems; railings and safety barriers.



1) Local and Collector Roads including Land

- a) Collector roads internal to development, inclusive of all land and associated infrastructure: direct developer responsibility under s.59 of the D.C.A. as a local service.
- b) Collector roads external to development, inclusive of all land and associated infrastructure: included in D.C. calculation to the extent permitted under s.5(1) of the D.C.A.
- c) Local roads internal to development: are considered to be the developer's responsibility.
- d) Local roads external to development being roads connecting developments or crossing hydro corridors: included in D.C. calculation to the extent permitted under s.5(1) of the D.C.A.

2) Arterial Roads Including Land

- a) New, widened, extended or upgraded arterial roads, inclusive of all associated infrastructure: included as part of road costing funded through D.C.A., s.5(1).
- b) Land acquisition for arterial roads on existing rights-of-way to achieve a complete street: dedication under the Planning Act provisions (s. 41, 51 and s. 53) abutting or through development lands; in area with limited development potential: included in D.C.'s.
- c) Land acquisition for arterial roads on new rights-of-way to achieve a complete street: dedication, where possible, under the Planning Act provisions (s. 51 and s. 53) through development lands up to the ROW specified in the Official Plan.
- d) Land acquisition beyond normal dedication requirements to achieve transportation corridors as services related to highways including grade separation infrastructure for the movement of pedestrians, cyclists, public transit and/or railway vehicles: included in D.C.'s.



3) Intersection Improvements

- a) On new arterial roads and arterial road improvements and collector roads and collector road improvements unrelated to a specific development: included as part of road costing funded through D.C.'s.
- b) On new arterial roads and arterial road improvements and collector roads and collector road improvements related to a specific development or for any private site entrances or entrances to specific development: direct developer responsibility under s.59 of D.C.A. (as a local service).
- c) On arterial or collector road intersections with County roads: include in D.C.'s.

4) Traffic Control Systems and Signals

- a) All Traffic Control Systems and Signals included in D.C. calculation as permitted under s.5(1) of the D.C.A.

5) Streetlights

- a) Streetlights on new arterial roads and arterial road improvements: considered part of the complete street and included as part of the road costing funded through D.C.'s
- b) Streetlights on non-arterial roads internal to development: considered part of the complete street and included as a direct developer responsibility under s. 59 of the D.C.A. (as a local service).
- c) Streetlights on non-arterial roads external to development, needed to support a specific development or required to link with the area to which the plan relates: considered part of the complete street and included as part of the road costing funded through D.C.'s.

6) Transportation Related Pedestrian and Cycling Facilities

- a) Sidewalks, multi-use trails, cycle tracks, and bike lanes, inclusive of all required infrastructure, located within arterial roads, County



- roads and provincial highway corridors: considered part of the complete street and included in D.C.'s.
- b) Sidewalks, multi-use trails, cycle tracks, and bike lanes, inclusive of all required infrastructure, located within or linking to non-arterial road corridors internal to development: direct developer responsibility under s.59 of D.C.A. (as a local service).
 - c) Other sidewalks, multi-use trails, cycle tracks, and bike lanes, inclusive of all required infrastructure, located within non-arterial road corridors external to development and needed to support a specific development or required to link with the area to which the plan relates: considered part of the complete street and included in D.C.'s.
 - d) Multi-use trails (not associated with a road), inclusive of all land and required infrastructure, that go beyond the function of a (parkland) recreational trail and form part of the municipality's active transportation network for cycling and/or walking: included in D.C.'s.

7) Noise Abatement Measures

- a) Noise abatement measures external and internal to development where it is related to, or a requirement of a specific development: direct developer responsibility under s.59 of D.C.A. (as a local service).
- b) Noise abatement measures on new arterial roads and arterial road improvements abutting an existing community and unrelated to a specific development: included as part of road costing funded through D.C.'s.

B. Stormwater Management

- 1) Stormwater Management facilities will be the responsibility of the developing landowners, designed and constructed to the Town's satisfaction and fulfilling the municipality's objective for larger, regional facilities.
- 2) Stormwater management facilities for quality and/or quantity management that are oversized for external developments: the municipality may facilitate



cost recovery from other benefitting developments/landowners through various means available by way of legislation.

C. Parkland Development

1) Recreational Trails

- a) Recreational trails (multi-use trails) that do not form part of the Municipality's active transportation network, and their associated infrastructure (landscaping, bridges, trail surface, etc.), are included in parkland D.C.'s.

2) Parkland

- a) Parkland Development for parks internal to development: direct developer responsibility to provide at base condition, as follows:
 1. Clearing and grubbing. Tree removals as per the subdivision's tree preservation and removals plan.
 2. Topsoil stripping, screening, and stockpiling.
 3. Rough grading (pre-grading) to allow for positive drainage of the Park, with minimum slopes of 2%. If necessary, this may include some minor drainage tile work and grading as per the overall subdivision grading design complete with any required swales or catch basins. Runoff from the development property shall not drain into the park unless approved by the Director Public Works and Environment Services.
 4. Spreading of topsoil to 150 mm depth (import topsoil if existing on-site is insufficient to reach required depth).
 5. Seeding of site with Municipality-approved seed mix. Maintenance of seed until acceptance by Municipality.
 6. Parks shall be free of any contaminated soil or subsoil.
 7. Parks shall not be mined for fill.



8. Parks shall be conveyed free and clear of all encumbrances.
 9. 100% of perimeter fencing to the Municipal standards where such fencing is deemed appropriate by the Municipality. When Park parcels cannot be developed in a timely manner, they shall be graded to ensure positive drainage and seeded to minimize erosion and dust. These shall be maintained by the developer until construction commences thereon.
- b) Program facilities, amenities, and furniture, within parkland: are included in D.C.'s.

D. NATURAL HERITAGE SYSTEM (N.H.S.)

N.H.S. includes engineered and on-site stream corridors, natural buffers for woodlots, wetland remnants, etc. as well as subwatersheds within the boundaries of the Municipality.

Direct developer responsibility as a local service provision including but not limited to the following:

- a) Riparian planting and landscaping requirements (as required by the Municipality, Conservation Authority or other authorities having jurisdiction) as a result of creation of, or construction within in the N.H.S. and associated buffers.
- b) Perimeter fencing of the N.H.S. to the Municipal standard located on the public property side of the property line adjacent land uses (residential, industrial, commercial) as required by the Municipality.
- c) All works to be in conformance with Municipal standards for stream corridors, natural buffers and subwatersheds areas as directed by the approved studies and reports related to the Secondary Plan that development occurs in.

E. Water and Sanitary Sewers

Underground services (linear infrastructure for water, and sanitary services) within the road allowance are not included in the cost of road infrastructure and are treated



separately. The responsibility for such services as pumping stations, which are undertaken as part of new developments or redevelopments, will be determined by the following policies:

1) Water

- a) Watermains internal to development not exceeding 300 mm: direct developer responsibility under s.59 of the D.C.A. as a local service.
- b) Watermains internal to development exceeding 300 mm: marginal costs included in D.C. calculation to the extent permitted under s.5(1) of the D.C.A.
- c) Watermains external to development and not exceeding 300mm required for fire flows and/or looping and is required to support the development: direct developer responsibility under s.59 of the D.C.A. as a local service.
- d) Watermains external to development exceeding 300 mm: included in D.C. calculation to the extent permitted under s.5(1) of the D.C.A.
- e) Pumping stations and works associated with zone boundaries: included in D.C. calculation to the extent permitted under s. 5(1) of the D.C.A.
- f) Connections of watermains from a development to trunk mains and pumping stations to service specific areas, to be direct developer responsibility.

2) Sanitary Sewer

- a) Sanitary sewers internal to development not exceeding 375 mm: direct developer responsibility under s.59 of the D.C.A. as a local service.
- b) Sanitary sewers internal to development exceeding 375 mm **and depth of 5 meters or greater** which benefit upstream developments: marginal costs included in D.C. calculation to the extent permitted under s.5(1) of the D.C.A.



- c) Sanitary sewers external to development not exceeding 375 mm: direct developer responsibility under s.59 of the D.C.A. as a local service.
- d) Sanitary sewers external to development exceeding 375 mm: included in D.C. calculation to the extent permitted under s.5(1) of the D.C.A.
- e) Pumping stations serving one or more individual developments that are not identified in the Town's Water and Wastewater Master Plan: direct developer responsibility under s.59 of the D.C.A. as a local service.
- f) Pumping stations identified in the Town's Water and Wastewater Master Plan: included in D.C. calculation to the extent permitted under s.5(1) of the D.C.A.

Connections of sanitary sewers from a development to trunk Sewers and pumping stations to service specific areas: to be direct developer responsibility.

Note: for any and all of the above the Town may facilitate cost sharing agreements.